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MERCEDES-AMG GT S VS. PORSCHE 911 GTS

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2016-2017

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Almost identically fast and potent, the front-engine Chevy Corvette Z06 and the mid-engine McLaren 650S Spider are also almost nothing alike. Because you insist, we take up the challenge of a thorough high-speed investigation.



By Arthur St. Antoine | Photography by William Walker



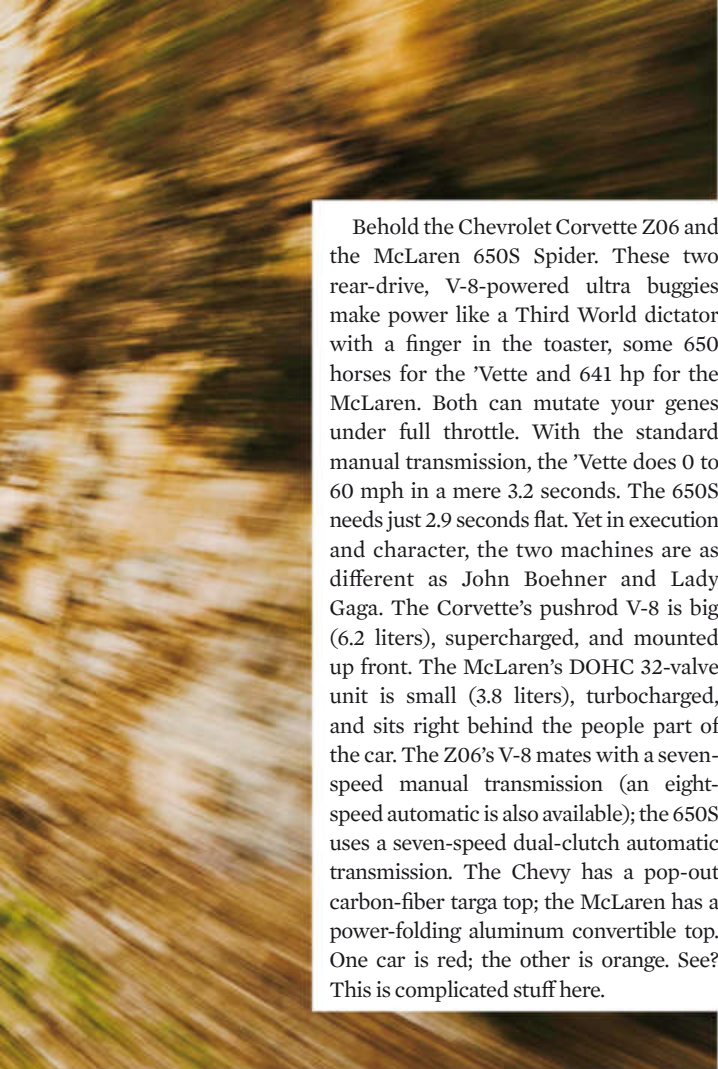
balance of power



My, oh my, what spoiled little brats we have become. Seems it was only yesterday when I was shaking my head in reverence and amazement at the 1984 Porsche 930 Turbo, a whale-tailed thoroughbred cranking out a mind-bending 330 horsepower and capable of accelerating from 0 to 60 mph in—brace for hyperspace!—*under 5 seconds*! I remember the collective awe. “Well, pardner,” we’d say, “a man cain’t go no faster’n that.”

Today, even the most blasé auto shopper can find a freaking Hyundai that delivers 348 hp and do so for a price in adjusted dollars that makes the 930 Turbo look like it was crafted entirely out of Beluga caviar. Spoiled? To gain a car guy’s undivided attention these days, you better show up with at least 500 horses under the hood. No, no, scratch that; I’m certain I just heard a yawn from the back row. OK, let’s make it 600 hp. No, 600 hp plus.





Behold the Chevrolet Corvette Z06 and the McLaren 650S Spider. These two rear-drive, V-8-powered ultra buggies make power like a Third World dictator with a finger in the toaster, some 650 horses for the 'Vette and 641 hp for the McLaren. Both can mutate your genes under full throttle. With the standard manual transmission, the 'Vette does 0 to 60 mph in a mere 3.2 seconds. The 650S needs just 2.9 seconds flat. Yet in execution and character, the two machines are as different as John Boehner and Lady Gaga. The Corvette's pushrod V-8 is big (6.2 liters), supercharged, and mounted up front. The McLaren's DOHC 32-valve unit is small (3.8 liters), turbocharged, and sits right behind the people part of the car. The Z06's V-8 mates with a seven-speed manual transmission (an eight-speed automatic is also available); the 650S uses a seven-speed dual-clutch automatic transmission. The Chevy has a pop-out carbon-fiber targa top; the McLaren has a power-folding aluminum convertible top. One car is red; the other is orange. See? This is complicated stuff here.



Two ways to get your V-8: twin-turbocharged 3.8-liter amidships in the 650S or supercharged 6.2-liter up front in the Z06.

Eager to revel in these two vastly disparate approaches to warp speed, we fell back on two of our favorite words: road trip. West Coast editor Michael Jordan and I fired up and turned east from L.A. toward the desert surrounding Palm Springs and Chuckwalla Valley Raceway beyond. Naturally, we endured a deep and abiding sadness thinking of our less fortunate colleagues left behind at their drab computer screens.





On the road, the new C7 Z06 feels immediately comfortable and secure—like a Corvette, in other words. At your fingertips is every modern convenience, including refrigerated leather-upholstered seats, a large video screen for navigation among other things, and an excellent head-up display that can clearly and logically showcase the car's speed, engine rpm, and more on the windshield in front of you. In Tour mode, the standard Magnetic Ride dampers help the car flow gracefully over broken pavement. The action of the stubby shift lever is neat and crisply precise, working in concert with a clutch pedal that's unbelievably sweet and undemanding given the 650 lb-ft of torque it has to manage. Sure, I knew I was driving a sports car with a rear end as wide as a movie screen, but the Z06 doesn't feel bigger than a standard C7. It's easy to drive, relaxed—a real charmer.

Then I flattened the gas pedal. And my world ... *changed*. A certain lower abdominal aperture instantly hung out a sign that said, "We're closed." My ears fainted. Passing trees melted. Distant farmhouses flew at me as if hurled by

Dodger pitcher Clayton Kershaw. The Z06's epic LT4 engine evokes all sorts of acceleration comparisons: aircraft-carrier catapult shots, missile launches, paparazzi catching sight of Charlie Sheen. None of them does it justice. This is a burst of speed that's sudden and fierce. Unless you regularly fall out of the top bunk bed, you almost can't believe it's possible.

The character change in the Chevrolet LT4 V-8 from mild to wild is nothing less than shocking. Plant your right foot, and the normally subdued exhaust note goes full Krakatoa, hammering to the 6,600-rpm redline with delicious ease and threatening to shatter not only nearby windows but also the ego of any Porsche drivers within earshot. On a long stretch of empty desert road, you're pulling away from most light aircraft overhead even when you have three more gears to go. Speed this monumental tends to make one slightly antisocial; you're freakish, an untouchable wild man.

And now for something completely different. Approaching the 650S Spider, I could almost swear I heard it speaking to me. "You see, Arthur my boy, here at

McLaren, being Formula 1 specialists—not to mention being, well, British—we have our own rather unique ways of manufacturing motor cars." And so they do. Though the 650S is every bit as fast and sensational as the Z06, and likewise relies upon four tires and a steering wheel, it goes about the business of speed with a flavor that's as different from the Corvette as chalk and cheese, as they say over there.

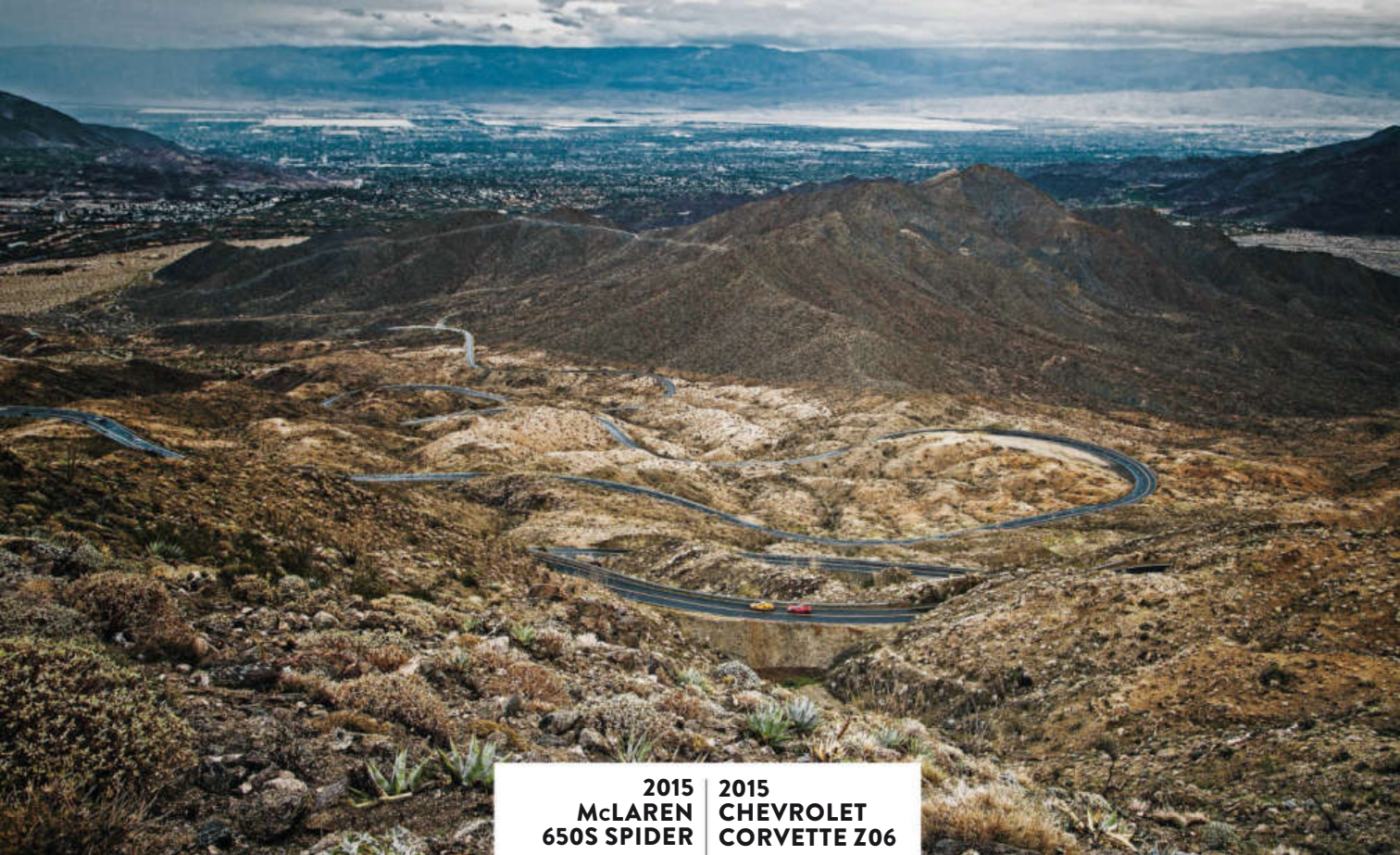
The key dissimilarity, of course, is that the McLaren wears its V-8 amidships, right behind the "al-you-minium" folding roof. The difference hits home the



moment you crank yourself under the upraised scissor door and down into the single-piece molded-carbon driver's seat. (More conventional seats are optional.) Instantly, I felt way out and in front of the car. The view is panoramic; the short nose drops away so sharply you almost don't see it. It's like sitting in the cockpit of an F-16 fighter plane. The Z06 makes you feel as if you're at the back of a locomotive, hanging your head out of the window of the cab and pouring on the coal. In the Corvette, you're always aware of that hulking mill laid out in front of you, while the McLaren puts nothing ahead of you but glass and a little luggage bin in front of your feet.

The McLaren seems more austere inside. True enough, the dash includes a central video screen with touch controls for navigation and stereo sound just like the Corvette, but there are fewer displays and not as many buttons and gizmos to play with. The materials are sumptuous, however, with stitched suede-like Alcantara for the dash, the cabin pillars, and the rim of the steering wheel, plus glossy carbon-fiber trim





2015 McLAREN 650S SPIDER	2015 CHEVROLET CORVETTE Z06
---	--

THE SPECS

PRICE

\$283,925/\$351,935 (base/as tested)	\$78,995/\$85,565 (base/as tested)
---	---------------------------------------

ENGINE

3.8L, twin-turbo DOHC 32-valve V-8/641 hp @ 7,250 rpm, 500 lb-ft @ 6,000 rpm	6.2-liter, supercharged OHV 16-valve V-8/650 hp @ 6,400 rpm, 650 lb-ft @ 3,600 rpm
---	---

TRANSMISSION

7-speed dual-clutch auto	7-speed manual
--------------------------	----------------

LAYOUT

2-door, 2-passenger, mid-engine, RWD coupe	2-door, 2-passenger, front-engine, RWD coupe
---	---

EPA MILEAGE

16/22 mpg city/hwy	15/22 mpg city/hwy
--------------------	--------------------

SUSPENSION F/R

Control arms, coil springs/ control arms, coil springs	Control arms, leaf spring/ control arms, leaf spring
---	---

BRAKES F/R

Vented carbon- ceramic discs	Vented discs
---------------------------------	--------------

TIRES F/R

235/35R-19/305/30R-20 Pirelli P Zero Corsa	285/30R-19/335/25R-20 Michelin Pilot Super Sport
---	---

L x W x H

177.6 x 82.4 x 47.4 in	176.9 x 77.1 x 48.6 in
------------------------	------------------------

WHEELBASE

105.1 in	106.7 in
----------	----------

WEIGHT

3,236 lb	3,524 lb
----------	----------

WEIGHT DIST F/R

42/58%	51/49%
--------	--------

0-60 MPH

2.9 sec	3.2 sec
---------	---------

¼ MILE

10.6 sec @ 138 mph	11.3 sec @ 126.2 mph
--------------------	----------------------

TOP SPEED

204 mph	199 mph
---------	---------



inserts all around. While the Z06 seems like a car you could easily take on a weekend getaway, thanks to conventional doors and usable luggage space under the rear hatch, the 650S feels more mission-specific. It's way more difficult to enter (if you're "large," forget it) and more intimate once you slide into your seat, as if it's a machine crafted purely for entertaining the driver and passenger. As far as luggage goes, you can't really go anywhere overnight unless you're content to adopt that strung-out screenwriter look, as if you'd been wearing the same clothes for a week.

Drive the McLaren even a short distance, though, and you'll probably never want to stop for sleep anyway. The 650S feels more linear in power delivery—a climbing rocket versus a dropping bomb—but it blows you away just the same. Unlike many turbo engines, which tend to have a muted exhaust note, the McLaren's V-8 with its flat-plane crankshaft emits a fantastic, electrifying racket.



(That the engine is situated right behind your brain doesn't hurt.) Adding to the fever is the near-instantaneous bang-bang of the car's dual-clutch transmission. With your feet wedged into the narrow footwell, fingers squeezing off upshifts and downshifts, and 8,500 revs wailing behind your ears, you can almost convince yourself you're driving a single-seat racing car. Drop the power-operated convertible top, and the furious whirl of air through the cockpit at high speed heightens the sensation. Pull over to park after a brisk drive, and you half expect to run into your team manager.

Enjoyable as both these cars are on public roads, the Corvette and McLaren are just too fast to exploit fully without making a guest appearance on "Cops." Our fix: the outstanding 2.7-mile circuit at Chuckwalla Valley Raceway, which is far off in the Mojave Desert east of Palm Springs. No stop signs, no speed limits.

I hit the track in the McLaren and ... *damn.* This car is just so brilliant. With



the engine's weight behind you, the front tires feel light in your hands, a sensation that's reinforced by unusually responsive steering that tickles your fingerprints with tarmac info. It's easy to place the rubber right where you want it. That said, I was initially surprised at the amount of understeer—even with the handling and powertrain controls both set to Track mode. By design, a mid-engine car is meant to more easily rotate about the mass that is centralized in the chassis, yet McLaren has biased the 650S toward forgiving front-end push rather than playful oversteer (which requires a more skilled pilot at the helm). Probably this is the right call for most McLaren buyers. Sure, if provoked with a stab of throttle or a sudden mid-corner lift, the rear of car *will* step out, but even then—and even in Track mode—a safety net of stability control activates to prevent unintended pirouettes.

Did I mention the McLaren's brakes? They're awesome. Carbon-ceramic rotors as big as sombreros. Apparently, you know when they're properly bedded-in (and properly used) when a thin film of white ash reveals itself on the leading edge of the pads. (Look, there it is.) Again and again I pounded on the left pedal while setting up for corners, and never—not once, not even after five straight hot laps—did the binders fade or otherwise shrink from delivering maximum stopping power. Did I mention this company builds Formula 1 racing cars?

You'll never forget all that when lapping the 650S. The V-8, designed and built

by the renowned wizards at Ricardo, a legendary name in British automotive engineering, is a Fabergé egg that makes stupendous horsepower. That's how elegant and sophisticated and wonderful it is. The car's structure, built around an F1-like carbon-fiber tub, never quivers, even with the top retracted. (The 650S was designed from the get-go as a Spider.) The track experience? Well, compared to a multimillion-dollar Picasso, the McLaren's \$351,935 as-tested sticker almost seems cheap for a masterpiece.

Which is not to say that the Z06 doesn't also qualify as modern art, even at \$266,370 less. It's for this car that "OMG" was created. Driving this machine on the racetrack is like strapping onto a great white shark that hasn't eaten in a month. And it was on a back straight at Chuckwalla when I first went to full throttle that the feeding frenzy began.

Almost instantly, the supercharger was twirling at 20,000 rpm, the direct injection hosed fuel into cylinders that compressed at a 10:1 ratio, and sparks did fly. What awesome controlled chaos! What a *sound!* But you know what? For all its fearsomeness, the race-bred Chevy V-8 is flexible and smooth and winds out to its redline with an almost childlike joy. And while I hear the eight-speed automatic is the quicker way to go, the manual transmission is definitely the choice if you're looking to exit the circuit wearing the goofiest grin. The seven-speed is darn near perfect. There's a built-in rev-matching system for downshifts, but I never even triggered the



special paddles behind the rim of the steering wheel because heel-and-toeing myself was just too much fun.

Unlike the McLaren, the Z06 *will* happily swing its rear out under hard throttle in Track mode. Oh, yes sirree—super-sticky 335/25R-20 Michelin Pilot Super Sport rear tires be damned. But there are still some electronics waiting at the end to save the day, and you have to be stupid with the gas to do it. Mostly what you notice is how easy the Z06 is to drive fast. Yes, it feels bigger and bulkier than the McLaren (it's about 300 pounds heavier), but there's no mistaking the Z06's track-bred DNA. Chevy designed it

right in conjunction with the Pratt & Miller racing team, which campaigns the Corvette C7.R in the Tudor United SportsCar Championship. Thus you find cutting-edge bits of hardware such as a carbon-fiber hood, titanium intake valves and con rods, 14.6-inch front and 14.4-inch rear Brembo brakes (larger ceramic binders are available with the Z07 performance package), a dry-sump oil system, and an adjustable rear spoiler. And with its aluminum structure, the Z06 is so stout that even in convertible guise it needs no additional bracing.

In corners the Z06 is simply devastating. I found myself simply rolling the huge front meats onto my desired line and hanging on for dear life. Chuckwalla has lots of long, long late-apex turns. After a particularly fast one, I looked down quickly at the lateral-acceleration meter

THE CORVETTE (PROBABLY) GOES MID-ENGINE



IT SEEMS A MID-ENGINE CORVETTE

has been in the works ever since, well, ever since there was a Corvette.

After joining GM shortly after the 'Vette's debut in 1953, Corvette chief engineer Zora Arkus-Duntov soon began scheming for a mid-engine version. He understood the responsive handling afforded by such a layout, but despite numerous internal design studies over the ensuing decades, some development stops and starts, a few mid-engine Corvette concepts, and always-rampant rumors that a mid-engine package was "right around the corner," no such car ever materialized. During development it seemed the current Corvette C7 might finally take up the mid-engine mantle until budget considerations axed the project.



Now the rumors are alive again, especially since the introduction of the mid-engine Ford GT at the Detroit auto show. An intriguing prototype has been spied, and Chevy insiders aren't swatting aside the giddy conjecture it's caused. More to the point, a mid-engine Corvette at last makes business sense. As evidenced by our track drive in the Corvette Z06, 650 hp is nearing the limits for a front-engine design to handle. What's more, a younger generation of potential buyers doesn't care that "a 'Vette has to look like a 'Vette." Probably they'd rather its proportions more closely resembled a McLaren. Or a Ferrari. Or even a Porsche Cayman.

Due date? If the project doesn't stall, look for a mid-engine Corvette to bow as a top-tier model of the Corvette C8 in 2017. A version of the current small-block V-8 is almost assured; a dual-clutch transmission with shift paddles on the steering wheel will likely also appear. Were he still around, the "Father of the Corvette" would love the rumored name for the mid-engine car: Zora ZR1. —A.S.

on the head-up display: 1.25 g. Oh, no wonder my gallbladder seems to have exited my body and now is in the passenger seat. Forget Nautilus machines; here's a conditioning routine for sculpting every fiber of your body *and* your soul.

Driving back to Los Angeles, the light fading in tempo with my slowly stabilizing adrenaline, I looked out from the cockpit of the McLaren 650S at the Corvette Z06 rumbling along in the next lane. Front-engine? Mid-engine? Supercharged? Turbocharged? Dual-clutch shifter or manual?

Without a moment's hesitation came the answer: yes. ■



In corners, McLaren's Brake Steer system applies precise braking force to the inside rear wheel for max traction and balance.

By Georg Kacher | Photography by Tom Salt

Mercedes-AMG GT S versus **Porsche 911 GTS**
Germany's newest sports car and its most iconic meet
in the Austrian Alps



• The New Rivalry



Silvretta Alps, Austria

Same orbit, new orbiter.

The dark blue 2016 Mercedes-AMG GT S, unleashed here for the very first time, is the baddest Benz ever made, even meaner than last year's SLS Black Series and more awesome than the mega-expensive yet underwhelming McLaren-engineered SLR. But the 503-hp AMG GT S, which arrives in dealerships early next year, is not satisfied with merely beating its corporate forebears. It wants to club the competition. That's why, for this exclusive drive of the AMG GT S, we've brought along a Guards Red Porsche 911 in its new GTS trim.

AMG's newest creation announces itself loud and clear. Its angry part-throttle exhaust rumble makes heads swivel, its full-throttle low-gear acceleration borders on indecent behavior, its hard cornering inevitably produces some serious tire squeal, and the flat-out roar is bound to reach your ears long before the car comes



Bold and brash

The Mercedes-AMG GT S is smoother and subtler than the old SLS, but it's still wild looking, both inside and out.





Our brilliant blue Mercedes is virtually invincible on the fastest stretches of this panoramic spiral staircase. Once the turns get faster, the Mercedes licks up the road.



High-tech hammer
The GT S has 21st-century lighting and chassis electronics, but its long-nose proportions recall classic sports cars.



into sight. You call up these extroverted antics from an imposing cabin that is largely inherited from the SLS. The passenger cell is short and wide, rear three-quarter visibility is compromised, and the driving position is defined by the towering instrument panel, wide transmission tunnel, and too-close-for-comfort rear firewall. The AMG's imposing environment is garnished with a battery of large air vents; a high-definition in-dash color monitor; a pricey blend of optional soft leathers and matte carbon-fiber inlays; a center stack loaded with buttons, knobs, switches; and a stubby joystick gear selector. It's a stage set for stardom, but it falls short in terms of legroom, airiness (even with the optional panorama roof), outward visibility, and ergonomic clarity.

To the uneducated, the 911 GT S is just another Nine-Eleven. In reality, however, the latest wide-body iteration wants to be the sportiest model this side of the halo specials. It comes with unique black 20-inch wheels, blacked-out bi-xenon headlamps, selected aero kit elements, low-drag mirrors, a custom rear apron, four black tailpipes, and two lines of solid black badging on the bumper below the adjustable tail rudder. Our test car has rear-wheel drive to match the AMG

The new Mercedes-AMG is neither the perfect GT nor the perfect sports car, but it straddles the two categories with addictive appeal and ability.



GT S, but all-wheel drive is available. Snug-fitting sports seats, an Alcantara-wrapped helm, and tasty GTS cues dress up the interior. What you notice in contrast to the AMG is the Porsche has a more spacious cabin replete with (tiny) rear seats, despite its more compact dimensions. It doesn't take long to get used to the overdose of rectangular pushbuttons on the center console, but it's more difficult to excuse the absence of a true multi-function steering wheel and driver assistance systems such as blind-spot monitoring and lane-departure warning.

On the lightly trafficked Munich-to-Lindau autobahn heading to the Austrian-Swiss border, the low-slung Mercedes-AMG is the king of the fast lane. Relish the lane-clearing prowess that comes from the gleaming cinemascope grille and the piercing triple-reflector headlights with LED eyebrows. Feel the kick of the explosive twin-turbo V-8, which sends to the seven-speed dual-clutch transaxle 479 lb-ft of torque between 1,750 and 5,000 rpm (with the optional AMG Dynamic Plus package).

Enjoy the irresistible midrange acceleration or treat yourself to the full urge of the 503-hp 4.0-liter engine by revving it through the gears all the way to the 7,200-rpm redline as the GT hurtles toward its electronically limited top speed of 193 mph.

The 911 GTS musters extra horses compared to the Carrera S, but it only does so above 6,300 rpm, when a vacuum flap opens the second intake tract. Peak power of 430 hp comes on at 7,500 rpm versus 400 hp at 7,400 rpm for the Carrera S. Maximum torque is an unchanged 325 lb-ft, but it takes 5,750 instead of 5,600 rpm to manifest itself. Redline is a lofty 7,800 rpm, 600 rpm higher than in the AMG. Wring it out, and the 911 will storm from 0 to 60 mph in 3.8 seconds and from 0 to 125 mph in 13.8 seconds. That's slightly faster than a Carrera S but is still slower than what Mercedes-AMG quotes for the GT S: 3.7 seconds to 60 mph and 12.5 seconds to 125 mph.

On the autobahn, the higher-revving 911 GTS is able to stay in the slipstream of the AMG GT S and displays all the confidence-

inspiring honesty and transparency we've come to expect from the new-breed 911. It won't bite, even when driven at nine or ten tenths. At the end of the long straight leading down to Lake Constance, the Porsche topped an unrestricted 191 mph. It is almost as fast as the Mercedes, although it takes notably longer to squeeze out the final 15 to 20 mph. Shod with extra-wide tires—245/35ZR-20 (91Y) P Zeros in the front, 305/30ZR-20 (101Y) in the back—the latest 911 handles predictably and breaks away progressively.

Before heading for the mountains, we stop to fill up and run the two beauties through a car wash. This is easier said than done in the AMG GT S, which is 76.3 inches wide with mirrors folded, eclipsing the Porsche by some 3.4 inches. The Mercedes is also thirstier in our real-world testing. Over 504 miles, the turbocharged V-8 averaged 15.6 mpg while the Porsche's naturally aspirated flat-six managed 16.9 mpg.

The northern climb to the Silvretta summit favors the Porsche. It begins with a series of about two dozen first-gear switchbacks. As



ally rides better on these lumpy off-camber twisties with their crumbling shoulders and ancient repair patches. The Porsche also turns in with even more vigor, and the front sticks all the way through the corner. At the same time, the rear end carves around in g-force-defying fashion until stability control eventually steps in.

Who would have thought that the AMG would be less composed overall than its rear-engine rival? The chassis of the Mercedes could do with more compliance. When you're really flying up the hill, vertical body movements occasionally throw off the handling balance, requiring ultra-quick action at the wheel. This comes as a bit of a surprise because, like the Porsche, it rarely leaves you in doubt as to its riveting road holding and the inherently fail-safe handling. But since there is no engine sitting on top of its driven wheels, breakaway is easily induced at lower cornering speeds.

At the dawn of a new era devoted to downsizing, hybridization, and electromobility, V-8s will soon be condemned as fossils from a wasteful past—so get one like the charismatic, turbocharged direct-injection, dry-sump 32-valve 3,982cc unit that is the essence of the AMG GT S while you can. A similar hymn of praise can be sung of the flat-six in the 911. The 3,800cc engine, connected to the throttle pedal via a live wire, makes all the right noises and begs to be revved hard. When the updated 911 enters the scene late next year, turbos will be mandatory. For fans of naturally

the elevation increases, the road's radius expands, but the pavement remains so narrow that oncoming trucks and buses often create impromptu single-file situations. Above the tree line, the landscape opens up. The terrain is still tricky, though, thanks to the glassy, low-grip surface. The approach from the south is better suited for the AMG GT S. You can see for miles, the blacktop is generous and unruffled, and most curves can be taken in third or even fourth gear.

With stability control in handling mode, our brilliant blue Mercedes is virtually invincible on the fastest stretches of this panoramic spiral staircase. Once the turns get faster, the Mercedes licks up the road. The 47/53 percent front/rear weight distribution, the electronic diff lock, suction-cup-like Pirellis, low center of gravity, and aluminum double-wishbone suspension make this car feel agile, involving, inspiring. You really want to be in Sport Plus on demanding turf like this for its firm and meaty steering, lightning-quick gear changes, and hair-trigger throttle mapping.



Stop 'n' go

AMG's new 4.0-liter, twin-turbo V-8 has power to spare at any speed. Opposed-piston brake calipers bite 15.4-inch front rotors, and even larger, carbon-ceramic brake rotors are optional.



The Porsche cannot pull off quite as many electronic tricks. Furthermore, the 911 commands a surcharge for goodies such as variable-effort steering, sport suspension, and dynamic chassis control. Carbon-ceramic brakes cost extra whether you shop at Porsche or Mercedes. You also pay up for the dual-clutch transmission, but Porsche has a shift-it-yourself option Mercedes doesn't. While the 911 runs on wider footwear than the Mercedes, it actu-

aspirated, high-strung 911s, it's now or never unless your budget stretches to the GT3.

Before we wrap up, the red 911 and the blue GT S trumpet down the hill in a loose convoy one more time, landing at the bottom of the valley with crackling exhausts and sizzling brakes. What's the verdict? The Porsche is an emotional masterpiece. It combines the physique of the Carrera S with the heart of the GT3. It has lovely steering, impeccable brakes, a chassis engineered for

The Porsche is an emotional masterpiece. It combines the physique of the Carrera S with the heart of the GT3.

2016 MERCEDES-AMG GT S //

BASE PRICE:

\$130,000 (est)

ENGINE:

4.0-liter
DOHC 32-valve V-8/
503 hp @ 6,000 rpm,
479 lb-ft @ 1,750-5,000 rpm

TRANSMISSION:

7-speed dual-clutch
automatic

LAYOUT:

2-door, 2-passenger,
front-engine, RWD
hatchback

L x W x H:

179.8 x 76.3 x 50.2 in

WHEELBASE:

103.5 in

WEIGHT:

3,450 lb (est)

EPA MILEAGE:

16/22 mpg city/hwy

2015

PORSCHE 911 GTS //

BASE PRICE:

\$115,195

ENGINE:

3.8-liter
DOHC 24-valve flat-6/
430 hp @ 7,500 rpm,
325 lb-ft @ 5,750 rpm

TRANSMISSION:

7-speed dual-clutch
automatic

LAYOUT:

2-door, 4-passenger,
rear-engine RWD
coupe

L x W x H:

177.5 x 72.9 x 51.0 in

WHEELBASE:

96.5 in

WEIGHT:

3,186 lb

EPA MILEAGE:

19/26 mpg city/hwy



Don't I know you?

Wider rear fenders, black wheels, and Alcantara trim distinguish the new GTS variant. But it's still a familiar 911.

an amazing ride-handling balance, and a quick-shifting transmission. Oh, and it has an engine that howls enchantingly, performs well, and revs to the moon. In this particular company, however, it could do with a bit more power. It also needs to offer the driver more control of its sophisticated electronics rather than grouping them in take-it-or-leave-it Sport and Sport-Plus modes.

The Mercedes-AMG GT S is a compelling autobahn stormer. The transmission is intuitive, the brakes perform with the finality of a guillotine, and the engine develops an incredible physical thrust. About 250 pounds heavier than the Porsche, the GT S is more lavishly equipped and oozes presence. But the big coupe needs space to shine. That's space as in wide roads, flowing curves, third- and fourth-gear sweepers, and smooth surfaces. Its main weaknesses are the compromised packaging and the debatable suspension tuning, which should be calmer at high speed and better buttoned-down on bumpy roads. In consideration of these flaws, the 911 is the purer, more focused, and ultimately more dynamic choice. The new Mercedes-AMG is neither the perfect GT nor the perfect sports car, but it straddles the two categories with addictive appeal and ability. ■



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**By Christopher Nelson |
Photography by Robin Trajano**

E

verything ends eventually, but we're still caught off guard by landscape-shifting moments—when inextricable ties break, when a fairy-tale romance fades, or when a raging rivalry flickers.

Just after Subaru pulled back the sheets on the all-new 2015 WRX STI at last year's Detroit auto show, Mitsubishi announced it would be ending production of its Lancer Evolution after the 2015 model year, capping the quarter-century runoff with a small-batch, Japan-only Evo X Final Edition. The long-burning fire between the STI and Evo, both more capable than ever, won't be stoked, marking the end of a brawl that spilled onto our shores at the start of the new millennium.

We brought these bitter rivals together for a bittersweet goodbye and ended up asking ourselves the same question over and over again: "What happens to the WRX STI when the Lancer Evolution bows out?"



When Mitsubishi kills its **Lancer Evolution**, what happens to **Subaru's WRX STI**?

One hasn't ever had to live without the other. Both came to life in the early 1990s, when Mitsubishi and Subaru competed in the World Rally Championship, and have nipped at each other's heels ever since. The two were cut from the same gritty, oil-stained cloth and launched at about the same time after Mitsubishi and Subaru tossed out their big, heavy, all-wheel-drive WRC cars—the Galant and the Legacy, respectively—in favor of smaller, lighter cars—the Lancer and Impreza.

To both meet Group A homologation requirements and build up the new Lancer's rally-tough persona, Mitsubishi quickly launched the Evolution, a 250-hp production version of the Lancer. The first 2,500 Evos sold in three days, so the company built another 2,500 to meet the high demand. Subaru picked up on

one

WITHOUT THE OTHER

USING SALES AS TEA LEAVES



When Mitsubishi finally brought the Lancer Evolution to the U.S., the automaker was outselling Subaru by more than 165,000 units. But the Evo sat in showrooms next to discounted Lancers, Eclipses, and other vehicles aimed at first-time new car buyers with poor or no credit, while the WRX STI shared showrooms with a regularly updated line of successful, all-wheel-drive crossovers that fostered a faithful customer base.

After Mitsubishi's U.S. sales peaked at 345,111 units in 2002, they dropped to 256,810 for '03, as Subaru's nudged up to 186,819. The easy credit market began to default, and Mitsu's sales plunged to 161,609 in 2004, while Subie's ticked up to 187,404. The two never traded places again. Subaru's slightly premium-priced lineup allowed its parent company, Fuji Heavy Industries, to invest in new product, and its North American-specific 2008 Forester and 2009 Outback became unmitigated hits.

Cash-starved Mitsubishi invested little in its North American product, cut models, and found itself competing unfavorably with entry-level cars from Korea. Its nadir came in 2009, at 53,986 units, off 44.5 percent that year, while Subaru was up 13.4 percent—that year's only gainer among mainstream brands—to 216,652. Last year, Mitsubishi's sales crawled back up to 77,643, while Subaru's breached a half-million, at 513,693.

Neither the Mitsubishi Lancer Evolution nor the Subaru WRX STI had anything to do with this, but the fate of respective volume models has determined the future of these street-rally halo cars. There is money left only for the WRX STI.

—TODD LASSA



▼ It's a nonstop game of cat and mouse with these two. One corner, the WRX STI has the edge. The next, the Evo does. They go blow for blow, tit for tat, mile after mile.

Scottish rally hero Colin McRae soon climbed into an STI rally car, Finnish shoe Tommi Mäkinen strapped into an Evo, and the two created a spectacle that helped overseas sales blossom. We watched from afar as the rivalry turned cutthroat, and the cars went wheel to wheel for the next several years, progressing through successive versions as the war intensified.

The fight finally trickled into America in 2001 when Subaru debuted its 227-hp Impreza WRX. Mitsubishi put the Lancer on sale the following year and then, in 2003, just days after it debuted its 271-hp, eighth-generation Lancer Evolution at the Los Angeles Auto Show, Subaru revealed its 300-hp WRX STI at the Detroit auto show. Both cars looked brash, offered performance well beyond their price tags, and were ours to enjoy. Finally. In our first head-to-head review, we wrote, "The STI is arguably more complete than any race-bred road car in history, and its owner needs to make very few sacrifices to enjoy it. But if the point of these cars is to serve the most committed and crazed of wheelmen, then the Evo has the edge. It's raw. It's punishing."

Subsequent comparisons of the STI and Evo churned out conflicting conclusions as well, which didn't surprise us since both cars offered similar, versatile performance but had different personalities. Declaring a clear victor became nearly impossible as the rivals evolved. A ninth-generation Evo preceded an all-new WRX STI, and two diehard factions of fans prayed the cars would trade punches forever.

We didn't fret over Mitsubishi leaving the increasingly stringent and expensive WRC before the 2006 season. It not only

that success and debuted its Impreza WRX STI in 1994, just as the second-generation Evolution arrived. (Mitsubishi sold 5,000 Evo IIs in less than three months.) Customer demand for the WRX STI wowed Subie's performance limb, Subaru Tecnica International; the automaker's Mitaka factory couldn't meet demand. Subaru did a rapid-fire series of updates to the STI's blueprinted flat-four until it made 275 hp and 235 lb-ft of torque, making it more than a match for the Mitsubishi.

**BREAD-AND-BUTTER LANCER
SALES—EVO INCLUDED—WERE
DISMAL, PROMPTING MITSUBISHI'S
2014 DECISION TO END THE EVO
LINE AND FILL THE SHOWROOM-
FLOOR VOID WITH AN ONSLAUGHT
OF ECO- AND FAMILY-FRIENDLY
HATCHES AND PLUG-IN
CROSSOVERS.**



THE SPECS

2015 SUBARU
WRX STI**PRICE:**

\$35,290/\$35,639
(base/as tested)

ENGINE:

2.5L turbocharged DOHC
16-valve flat-4/
305 hp @ 6,000 rpm,
290 lb-ft @ 4,000 rpm

TRANSMISSION:

6-speed manual

LAYOUT:

4-door, 5-passenger,
front-engine, AWD sedan

EPA MILEAGE:

17/23 mpg city/hwy

SUSPENSION F/R:

Inverted strut-type,
coil springs/control arms,
coil springs

BRAKES: Vented discs

TIRES: 245/40R-18

Dunlop Sport Maxx

L x W x H

180.9 x 70.7 x 58.1 in

WHEELBASE: 104.3 in

WEIGHT: 3,367 lb

WEIGHT DIST. F/R:

59/41%

0-60 MPH: 4.6 sec

1/4-MILE: 13.1 sec @

104.4 mph

2015
MITSUBISHI
LANCER
EVOLUTION MR**PRICE:**

\$39,805/\$41,805
(base/as tested)

ENGINE:

2.0L turbocharged
DOHC 16-valve I-4/
291 hp @ 6,500 rpm,
300 lb-ft @ 4,000 rpm

TRANSMISSION:

6-speed dual-clutch
automatic

LAYOUT:

4-door, 5-passenger,
front-engine, AWD sedan

EPA MILEAGE:

17/22 mpg city/hwy

SUSPENSION F/R:

Inverted strut-type,
coil springs/multilink,
coil springs

BRAKES: Vented discs

TIRES: 245/40R-18

Yokohama Advan A13

L x W x H:

177.0 x 71.3 x 58.3 in

WHEELBASE: 104.3 in

WEIGHT: 3,613 lb

WEIGHT DIST. F/R:

57/43%

0-60 MPH: 5.1 sec

1/4-MILE: 13.8 sec @

99.7 mph

said it hoped to return after a couple of years, the automaker brought out an all-new, 10th-generation Lancer Evolution during its time away. Why build an all-new Evo and not race it? Then Subaru quit the WRC too, just three years after Mitsubishi, pointing its finger at a feeble economy. As the recession worsened, Subaru focused wholly on its popular, large-margin commodity cars and held off on major changes to the STI. Mitsubishi also stunted Evo development but had no real stable of moneymaking mainstream cars to tend to. Subaru survived the fiscal fallout. Mitsubishi did too, but it took a thrashing.

Bread-and-butter Lancer sales—Evo

included—were dismal, prompting the automaker's 2014 decision to end the Evo line and fill the showroom-floor void with an onslaught of eco- and family-friendly hatches and plug-in crossovers. Subaru, on the other hand, is flush and ready to flood Subaru Tecnica International with cash so that its skunkworks can further develop the WRX STI.

The WRX STI goes forth in a shifting market, one where all-new competitors, such as the 320-odd-hp Ford Focus RS, will likely be cushier, mellow, and more approachable. But we don't expect Subaru to shave off the STI's 5 o'clock shadow or round out its rough edges just yet. When the next-generation WRX STI

▼ Say your goodbyes to the Evo. It's sad watching the sun set on this saga, but we're excited to see what's ahead for the Subaru WRX STI.



comes around—and it will come around—its engine should be more powerful than today's engine, and its chassis should be more capable than ever.

No matter how accomplished the WRX STI becomes, it will likely never have a more entertaining sparring partner than the Lancer Evolution. Say the name of one, and you'll always think of the other. We too hoped the rivalry would never end but knew full well it would. While the Lancer Evo's run ends here, the road ahead is wide open for the WRX STI.

What will the super Subie become? We're excited to see, even if it happens in an Evo-less future. ■

Preaching



**Mazda's
all-new
2016 MX-5
satisfies
the Miata
faithful,
and to that
we say
'Hallelujah'**

I really want to drive the 2016 Mazda MX-5 Miata. But first, I need to catch it in my 1993 Miata.

The new Miata's tires fling pebbles at my windshield. My car's 1.6-liter engine, which has turned more than 131,000 miles, revs past 6,000 rpm, momentarily drowning out the note of the new Miata's 2.0-liter as I bound over a crest and cut a corner like Alex Zanardi in an effort to keep pace. Glancing for a split second at my rearview mirror, I see more old-school Miatas in pursuit.

to the Choir

By David Zenlea | Photography by Michael Shaffer

These

are our cars, in both a spiritual sense—the MX-5 embodies *Automobile's* “No Boring Cars” slogan—and a literal one, since several staff members own Miatas. And so, when a U.S.-spec 2016 MX-5 Miata Grand Touring arrives in Michigan on a Monday morning, it meets Detroit bureau chief Todd Lassa in his 2008 Miata, daily news editor Jake Holmes in his '97, and me in my '93. Daily news editor Eric Weiner does not own a Miata—he's like that fifth dentist who does not recommend your toothpaste—but volunteers to pilot the new car when we rotate out of it and hop back into our own Mazdas. “Great, that

means I'll have to spend most of the time in your little crapwagons,” he realizes. We all want to determine whether this MX-5, only the fourth new one in 25 years, is still our Miata.

It looks the part, without really trying to. This car shrugs off most of the classic cues—no squarish taillamps, few chrome touches, and certainly no flip-up headlamps. Whereas the old Miatas seem to glance over their shoulders at vintage European roadsters, this one, with its anime face and origami surfacing, looks modern and proudly Japanese. And yet, there's no mistaking a car this size for anything but a Miata. It's smaller than Lassa's 2008 and falls within an inch or so of the original in every dimension save width, where it has gained almost 2.5 inches. Some will



Wouldn't you just love to be a fly on the wall as journalists debate whose Miata is best? It's almost as exciting as listening to Diane Rehm slowly read several recipes for bundt cake.





be sorry to hear it's still cute. Our photographer can't suppress a laugh when I sound the horn, a falsetto "Meep! Meep! Meep!"

To give everyone quality time behind the wheel, we head for Michigan's hilly, scenic Leelanau Peninsula. Some 280 miles northwest of Detroit, it's quite a distance to cover in three old roadsters bearing scars accumulated across a combined 450,000 miles. The 2016 car

presents its own worry: "Please keep aware that these are preproduction vehicles with a rather limited parts supply," e-mails the not-at-all-worried Mazda public relations specialist. But these are Miatas, aren't they? We lower our tops, lather on sunscreen, don tweeby-looking hats, and head off.

The first revelation that comes from sitting in a new Miata is how non-revelatory it feels. Certainly, Mazda

materials and switchgear have come up in the world, and none of our old Miatas has a touchscreen or click-wheel controller. But my right foot instantly recognizes the spacing between the firm brake pedal and throttle, and my left elbow props comfortably on the doorsill. Lassa, whose third-gen hardtop is the most grown-up Miata, complains there is not as much storage space in the cockpit. "Disappointed by the lack of a good old-fashioned glove box," he says, noting how the compensatory cubby between the seats is awkward to access. Still it seems a small price to pay for such a delightfully intimate cabin. A Porsche Boxster feels like a truck in comparison.

The second revelation is how quick the car is. I chirp the tires from a stop and beam ahead of the first-gen cars when I hit a passing zone. Miatas sold elsewhere will offer a 1.5-liter, 128-hp base engine, but for the United States it only comes with a 2.0-liter, 155-hp four-cylinder. It feels faster than Lassa's car despite 11 fewer horses and a taller final-drive ratio. Credit the low curb weight—around 2,330 pounds for manual transmission models—and an impressive (for a Miata) 148 lb-ft of torque. "The 2.0-liter engine's torque, combined with the impressive 34 mpg it gets on the highway, make it the right engine for our market," opines Lassa, who previewed the Japanese-market car earlier in the year.

The engine sits farther back in the new Miata, which contributes to a livelier character at the limit. Dialing

Wield Your Club

THE TRACK JUNKIE'S MIATA

Miatas are typically bought by two types of people: those who want a fun, sporty convertible to drive around town and those who want a fun, sporty convertible to carve up back roads and racetracks. In the past, people in those two groups often bought the same car. At least some of the go-fast goodies, such as a limited-slip differential, were available only on fully

loaded, top-flight Miatas, which were also bogged down with weighty nonessentials. With the 2016 Miata, Mazda differentiates the Club model from the base and top-spec versions by making it the only one available with a limited-slip differential, stiffer Bilstein dampers, sportier springs, and a front strut tower brace. Club model buyers can also select an exclusive



\$3,400 package that equips the car with Brembo front brakes and 17-inch BBS aluminum wheels. Side- and rear-bumper skirts are also included and

complement the Club's standard front air dam and rear lip spoiler. Though the Club does not offer all of the Grand Touring model's niceties, it's far from being a

"stripper" variant. An infotainment system, red accent stitching, a Bose audio system, and air-conditioning come standard. The Club is a blast to drive thanks in

part to stiffer springs that remain compliant enough for day-to-day driving. The larger Brembos don't improve stopping distances, but their increased pad area keeps them cooler longer. They also are easier to modulate, requiring a firmer shove before they really work hard. And of course, the limited-slip differential helps put the power down better coming out of tight switchbacks.

-Rory Jurnecka

MAZDA WON'T COMMENT ON WHETHER A HARDTOP MODEL WILL RETURN, BUT GIVEN ITS POPULARITY—60 PERCENT OF BUYERS OPTED FOR ONE IN 2015—WE CAN'T BELIEVE ONE IS NOT IN THE WORKS.



into the first of many turns along our route, the back end kicks out momentarily, something that never happens in my car. “More like a Boxster than anything Miata drivers are used to,” confirms Lassa. Rest assured, the Mazda hasn’t become a widow-maker. We all feel comfortable disabling stability control, which, in any event, rarely intervenes during spirited driving. Body control, even on this plush Grand Touring model, is much improved over the last-generation car and feels like the stiffer-than-stock suspensions Holmes and I installed on our first-gen examples. Only, the new car doesn’t make you wince over every road imperfection. “Your car didn’t like those train tracks back there,” says Weiner. In the new car, I hadn’t even noticed there were train tracks.

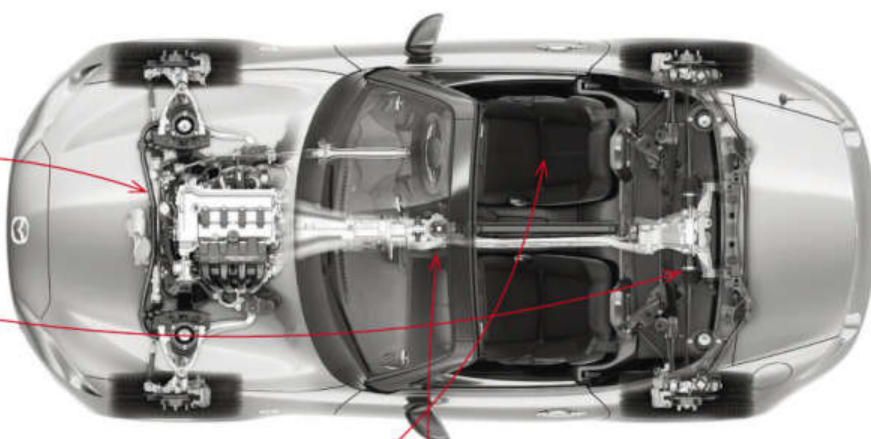
It’s late afternoon by the time we hit the best stretch, a winding 13-mile loop around Glen Lake. Most modern sports cars would trample this road with their fat tires and powerful engines. The Miata converses with it. The electrically assisted steering loads up naturally, much like the hydraulically assisted steering in the older cars. (Mazda says it tried manual racks but found them unworkably heavy.) Steep hills require one or two

Under the Skin

We didn’t expect Mazda to reimagine the Miata but rather improve upon what it got right three times before. That’s exactly what it did.

1. The all-new Miata shares the same basic 2.0-liter I-4 engine with the Mazda3, with a few key changes. It is tuned for premium fuel, providing improved throttle response, and its new intake and exhaust manifolds are fashioned for the change from front- to rear-drive duty. An electric vacuum pump replaces the Mazda3’s hydraulic pump, and the Mazda3’s plastic valve cover has been swapped with an aluminum one, purely for aesthetics.

2. Weight savings in the new Miata relative to the previous-gen car come from lots of places: the engine (18 pounds), suspension (26 pounds), transmission (15 pounds), and the body structure (46 pounds), which uses more high-tensile steel and aluminum than ever before. For the first time in a production Miata, the front fenders, convertible-top frame, and roll-over hoop structure are made from



aluminum. The result is a car that’s comparable in weight to the 1994-’97 1.8L Miata.

3. Mazda engineers made sure to mount heavier pieces lower in the car. The engine is mounted 0.5 inch lower in the chassis, the roof is 0.4 inch

lower, and the driver sits 0.8 inch lower than in the previous-gen car, all in the name of improved handling dynamics. The front and rear tracks are incrementally wider, too, and the engine sits almost a full inch farther back in the chassis to shift even more weight

toward the vehicle’s center. The Miata’s wheelbase is slightly shorter than before, and the dramatically shorter front and rear overhangs make the Mazda roadster look more planted than ever. **4.** The gearbox has the same short throws as in

the third-generation Miata, but shift effort is lighter. A close-ratio gearbox with a 1.00:1 sixth gear cuts weight and friction, while the rear end gets a tall final-drive ratio for the sake of highway fuel economy.

-Rory Jurnecka

RIGHT-HAND-DRIVE SHOWN

The Specs

2016 MAZDA MX-5 GRAND TOURING

ON SALE:

Now

PRICE:

\$30,885/\$31,015 (base/as tested)

ENGINE:

2.0L DOHC 16-valve I-4/155 hp @ 6,000 rpm, 148 lb-ft @ 4,600 rpm

TRANSMISSION:

6-speed manual

LAYOUT:

2-door, 2-passenger, front-engine, RWD convertible

EPA MILEAGE:

27/34 mpg city/hwy

SUSPENSION F/R:

Control arms, coil springs/multilink, coil springs

BRAKES F/R:

Vented discs/solid discs

TIRES:

205/45R-17 Bridgestone Potenza

L x W x H:

154.1 x 68.3 x 48.8 in

WHEELBASE:

90.9 in

HEADROOM:

37.4 in

LEGROOM:

43.1 in

SHOULDER ROOM:

52.2 in

CARGO ROOM:

4.6 cu ft

WEIGHT:

2,332 lb

WEIGHT DIST. F/R:

53/47%

0-60 MPH:

5.8 sec (est)

1/4-MILE:

14.5 sec @ 94.2 mph (est)

TOP SPEED:

125 mph (est)

2008 MAZDA MIATA

BASE PRICE:

\$22,220

ENGINE:

2.0L DOHC 16-valve I-4/166 hp @ 6,700 rpm, 140 lb-ft @ 5,000 rpm

TRANSMISSION:

6-speed manual

LAYOUT:

2-door, 2-passenger, front-engine, RWD convertible

EPA MILEAGE:

21/28 mpg city/hwy

L x W x H:

157.3 x 67.7 x 49.4 in

WHEELBASE:

91.7 in

WEIGHT:

2,575 lb

0-60 MPH:

6.6 sec

1997 MAZDA MIATA

BASE PRICE:

\$20,000 (est)

ENGINE:

1.8L DOHC 16-valve I-4/133 hp @ 6,500 rpm, 114 lb-ft @ 5,500 rpm

TRANSMISSION:

5-speed manual

LAYOUT:

2-door, 2-passenger, front-engine, RWD convertible

EPA MILEAGE:

20/26 mpg city/hwy

L x W x H:

155.4 x 65.9 x 48.2 in

WHEELBASE:

89.2 in

WEIGHT:

2,293 lb

0-60 MPH:

9.0 sec (est)

1993 MAZDA MIATA

BASE PRICE:

\$16,450

ENGINE:

1.6L DOHC 16-valve I-4/116 hp @ 6,500 rpm, 100 lb-ft @ 5,500 rpm

TRANSMISSION:

5-speed manual

LAYOUT:

2-door, 2-passenger, front-engine, RWD convertible

EPA MILEAGE:

21/27 mpg city/hwy

L x W x H:

155.4 x 65.9 x 48.2 in

WHEELBASE:

89.2 in

WEIGHT:

2,222 lb

0-60 MPH:

8.9 sec



downshifts. “A lot of fun because the shifter and clutch are so good,” says Holmes. The suspension compresses just enough when turning into a corner for you to feel the forces at work. We chase each other through the trees, the old cars scrambling madly in the new car’s wake like a pack of wound-up puppies. For all the effort involved, the Miatas probably look pretty slow. They are slow. A Miata driven well, however, reveals the joy that comes from really driving.

We indulge in this joy through the long, warm evening. The next morning is far less kind. A cold, damp breeze blows off Lake Michigan, and we raise our tops reluctantly. The new Miata’s roof,

although operated manually, requires hardly any effort, gliding into place with a mere flick of the wrist. In this sense, the power retractable hardtop offered for the last generation seems completely unnecessary. On the other hand, Lassa’s 2008 Miata with the power retractable hardtop suffers noticeably less wind noise around 50 mph than does the new car, even though the Grand Touring receives extra insulation. Mazda won’t comment on whether a hardtop model will return, but given its popularity—60 percent of buyers opted for one in 2015—we can’t believe one is not in the works.

Of course, if consumer demand were the primary driver behind the new

Miata’s development, it probably wouldn’t exist. The same number of years now separate us from the first Miata as separated the first Miata from the Lotus Elan, and a lot has changed in that time. Nowadays, most people with \$30,000 to spend want something with a raised suspension, and they’re probably too preoccupied with their phones to enjoy the wind in their hair. “We may never see another new Miata,” Holmes remarks.

For now, though, it’s a new day. We lower our tops again as the sun rises and wrap around the last few curves in our Miatas, more than satisfied with our club’s newest member. ■



Battle lines are drawn then crossed
on back roads in Portugal

By Georg Kacher |
Photography by Steffen Jahn



Personality Clash

Don't

let the spec sheets fool you—these rival high-performance sedans could hardly be more different. And they don't like each other.

To say the 2015 Mercedes-AMG C63 sedan happens to perform similarly to the BMW M3 is like saying Russian troops happen to be vacationing in Crimea. Mercedes-AMG's latest effort targets BMW's venerable supersedan with all the focus and intent of a laser-guided missile.

Look at the numbers: 0-60 mph in 3.9 seconds for the M3, 4.0 seconds for the C63 (3.9 seconds for the more powerful C63 S). Top speed is governed at 155 mph for both the BMW and the Mercedes (option packages for both remove the governors). Also, the Mercedes barely beats the BMW in fuel economy, hitting an EPA-rated 25 mpg highway versus 24 mpg for the M3. The Mercedes will start at an estimated \$65,000 in the States, about \$2,000 more than the BMW.





So intent is Mercedes-AMG on beating its nemesis that it introduced the C63 at the same Portuguese venue where BMW introduced the latest M3 a few months earlier. Funny, we just so happen to be here in Portugal with a baby blue M3. Let's see if the C63 can hit its target at point-blank range.

The Mercedes wears its usual AMG war paint. Cues include additional bright-work, larger air intakes, more sculptured bumpers, air deflectors front and rear,

The C63's cockpit, above, is more refined than the M3's, a trait that carries over to the entire driving experience.



available 19-inch wheels, and quad tailpipes. To make room for the V-8 and the extensive plumbing that goes with it, AMG lengthened the car's nose by almost 3 inches versus the regular C-Class.

The cabin can be trimmed either like a baby S-Class or like a pseudo-race car. Just as in the base C-Class, the materials are top-notch and the fit and finish impeccable. But no matter how sporty the driver environment might look, there is no way to get rid of that Buick-esque column-mounted gear selector—a let-down in a car as involving as this one.

In terms of perceived quality, the M3 lags behind. The instrument panel is a busy mix of classy and not-so-classy surfaces, some of the plastics and rubber seals are positively low-rent, and the ergonomics are frustrating in places (gear selector, secondary controls, main dials). (Admittedly, our test car, provided by a local dealer, is not a prime specimen.)

BMW spared no effort in developing

the latest M3's engine, once again a straight-six after a one-generation V-8 dalliance. The M3's new twin-turbo 3.0-liter develops 425 hp and sings up to 7,600 rpm, at which point the seven-speed dual-clutch automatic rifles to the next gear. We also appreciate that the BMW holds gears in M mode and that it shifts to the lowest possible gear when you pull and hold the left paddle.

The rival twin-turbocharged 4.0-liter V-8 prepared by AMG delivers 469 hp in a notably more relaxed fashion, calling it a day at 7,000 rpm. Its seven-speed transmission likewise does not shift quite as energetically. Yet despite all this, not to mention a 175-pound weight disadvantage, the Benz hangs right with the M3. That's the magic of torque—the AMG has 479 lb-ft, 73 lb-ft more than the M3. The

extra grunt also makes the Mercedes feel faster than the BMW when accelerating between 60 and 100 mph.

Both engines have musical talent, although the sound engineers at M and AMG alike have dialed in too much computer-generated background music. There's fake heeling-and-toeing, fake blat-blat on overrun, fake upshift ka-chumm, fake idle-speed thud. For the AMG car, you can specify an even more hooliganesque triple-flap exhaust, which sounds positively puerile.

On Portuguese country roads that have not yet been resurfaced with European Union money, the M3 is not happy. Not happy at all. Its rear wheels scrabble about the poor pavement whenever we nail the accelerator, even when we're already rolling at 130 mph. The Bimmer's





Revel in rivalry: Whichever car you prefer, appreciate the fact that BMW and AMG continue to push the envelope.



rigid chassis shines on the track and on smooth A-roads, but it backfires when the going gets rough.

The C-Class pulls out a small lead here, but it, too, has flaws. The low-speed ride is, for instance, disappointingly brittle, and body roll is occasionally an issue. And when it comes to crunch time, the C63 AMG will try to ever so slightly understeer out of trouble. Through the same series of corners taken at comparable velocity, the M3's nose bites, turns in, and holds the line. And if all else fails, the M3 still has an old-fashioned hand brake to yank in the hairpins.

The Mercedes is nearly invincible in two areas: traction and deceleration. Even with stability control in permissive Sport handling mode, you can floor the throttle ridiculously early, well before unwinding the steering. Although stability control will step in eventually and

adjust the trajectory, it's the mechanical rear differential that performs magic by feeding exactly the right amount of torque to each of the rear wheels at exactly the right time. By doing so, it helps maintain the proper dynamic flow, and it manifests what might be best described as blind dialogue between driver input and vehicle response.

The M3 is, in contrast, ragged and uncouth, but is also more entertaining. An electronically controlled rear differential—an option on the C63 but standard on the M3—tends to whip the car through tight corners in zig-zag, grip-no-grip fashion. We're not saying it's a 1980s 911 Turbo, but it is a letdown compared to the totally unruffled C63. There is a way to erase this behavior for good: Keep the ESP button pushed for more than 5 seconds, check the pace-maker one last time, and then go for it.



2016 Mercedes-Benz C450 AMG 4Matic

NOT TO BE OVERLOOKED

BY ARTHUR ST. ANTOINE

AMID THE FLASHBULBS AND BREATHLESS CHATTER

surrounding the new C63 and C63 S, it would be easy enough to overlook the new 2016 Mercedes-Benz C450 AMG 4Matic coming this fall. That would be a mistake. In some ways, it even outshines its costlier and faster brethren.

No twin-turbo V-8 here. Instead, the C450 uses a smaller, lighter, twin-turbo 3.0-liter V-6 making 362 hp and 384 lb-ft of torque. Obviously, the C450 can't match the V-8 cars in straight-line go, but the drop is less than you'd probably guess: Mercedes claims 0 to 60 mph in 4.9 seconds (versus 4.0 for the C63).

As in the C63, a seven-speed automatic is standard, but it's a different unit than in the V-8 cars. Nonetheless, the C450's 7G-Tronic Plus offers the same full manual control (via paddle shifters) and a choice of increasingly aggressive shift programs. While ultimately not as light-switch quick as the AMG unit, manual shifts in Sport Plus mode are satisfyingly brisk.

The C63's AMG-designed front suspension, crafted largely of aluminum, essentially carries over into the C450, but it goes a step further via the addition of 4Matic all-wheel drive. Torque is split 33 percent front, 67 percent rear, delivering the lively handling dynamics of a rear-drive car with a measure of useful added traction up front.

Driven in the twisting mountain roads above the seaside resort town of Quinta do Lago, Portugal, the C450 feels like no kind of compromise at all. It seems lighter and nimbler than the V-8 cars; the nose points with delightful quickness. The electromechanical speed-sensitive sport steering offers the same sublime response and feedback as the C63, and thanks to the C450's reduced torque and 4Matic, it powers out of turns with absolutely no drama or threat of tail-wagging. It's a blast to drive hard.

THE SPECS

BASE PRICE:

\$52,000 (est)

ENGINE:

3.0L twin-turbo DOHC
24-valve V-6/362 hp @
5,500-6,000 rpm,
384 lb-ft @
2,000-4,200 rpm

TRANSMISSION:

7-speed automatic

LAYOUT:

4-door, 5-passenger,
front-engine, AWD sedan

EPA MILEAGE:

18/26 mpg city/hwy (est)

L x W x H:

187.2 x 71.3 x 56.1 in

WHEELBASE:

111.8 in

WEIGHT:

3,800 lb (est)

0-60 MPH:

4.9 sec

TOP SPEED:

155 mph

This BMW should have had a clear braking advantage, as it came equipped with optional carbon-ceramic rotors (also offered on the C63 but not fitted on our test car). However, it could have used fresh pads. Fading was not an issue, but we expected more bite, more instant action, and more feedback. The C63, with its standard steel rotors, delivered all that. The brakes operated with in-your-face urgency yet were easy to modulate. They stopped us with no drama no matter how late we slammed the pedal.

Because they slow the forward thrust with sensitivity and insistence, brakes are also an integral element of the C63's utterly composed character. At the end of a 23-mile sick-bag stretch driven with a knife between our teeth, the left pedal felt a little soft in the Mercedes, and it needed a somewhat more determined hoof to perform the act. But all in all, this stopping apparatus deserves five stars out of five.

The days of hydraulic steering are history, but fortunately so are the days of overly light, strangely artificial electric power steering. In the BMW, the steering adjusts for effort as well as the ratio. There are the three usual calibrations to select from. Even in Comfort mode, there is a reassuring stiffness that follows your hands as they apply more lock, but unlike in the M5, it's not overly heavy. Self-centering is quite subtle, and the gearing is perfect for quick flicks. Above all, it's dead-on accurate.

Mercedes' variable-rate steering is lighter, more forthcoming, and more linear. It is tuned for positive and fuss-free changes of direction, and that is totally in line with the car's more laid-back character if not as spot-on attentive as the M3's tiller.

Both cars featured optional 19-inch rims shod in Michelin Super Sport tires, although the Mercedes' were narrower and of different chemistry. As far as grip and traction go, the winner wears a three-pointed star. (It's worth mentioning that the dealer-sourced M3 was not on its original-spec tires.)

As far as smiles per mile go, it's a much closer shave. The M3 provides more old-fashioned fun. It turns in with the agility of a chameleon's tongue, and it hangs on like a lizard to a vertical wall—until it eventually whips its tail like an angry

THE SPECS

2015 MERCEDES- AMG C63

BASE PRICE:

\$65,000 (est)

ENGINE:

 4.0L twin-turbo DOHC
32-valve V-8/469 hp @
5,500-6,250 rpm,
479 lb-ft @ 1,750-4,500

TRANSMISSION:

7-speed automatic

LAYOUT:

 4-door, 5-passenger,
front-engine, RWD sedan

EPA MILEAGE:

18/25 mpg city/hwy

L x W x H:

187.2 x 72.4 x 56.1 in

WHEELBASE:

111.8 in

WEIGHT:

3,616 lb

0-60 MPH:

4.0 sec

TOP SPEED:

155 mph



2015 BMW M3

BASE PRICE:

\$62,950

ENGINE:

 3.0L twin-turbo DOHC
24-valve I-6/425 hp @
5,500-7,300 rpm,
406 lb-ft @
1,850-5,500 rpm

TRANSMISSION:

 7-speed dual-clutch
automatic

LAYOUT:

 4-door, 5-passenger,
front-engine, RWD sedan

EPA MILEAGE:

17/24 mpg city/hwy

L x W x H:

184.5 x 73.9 x 56.1 in

WHEELBASE:

110.7 in

WEIGHT:

3,595 lb

0-60 MPH:

3.9 sec

TOP SPEED:

155 mph



THE BMW ALMOST ALWAYS LET GO FIRST AT THE REAR; THE C63 WILL IN ALL LIKELIHOOD NOT LET GO AT ALL. IT BLENDS TENACIOUS GRIP WITH STRONG STABILITY, AND IT HANDLES IN A REASSURINGLY NEUTRAL FASHION.



croc. The BMW almost always let go first at the rear; the C63 will in all likelihood not let go at all. It blends tenacious grip with strong stability, and it handles in a reassuringly neutral fashion. When we say neutral, we don't mean boring. Just as you can induce a trace of understeer, you can coax the Benz into a mild drift—or a loud and long one with stability control deactivated.

Seldom has it been more difficult to crown a winner. Although the two contenders were born on different planets, and despite the fact that they field diverse talents, they both reach similar heights, and both are pretty damn fun. The M3 is more sporty, more raw, more challenging, and more extroverted in character. It is, in other words, what an M3 has always been. Those who've loved this car in the past will worship it still.

This side of the SLS and GT, AMGs have always been high-powered grand tourers. The AMG C63 certainly upholds that tradition. But it is not, especially in all the areas that matter, simply more of the same.

Over the course of its redesign, the top-of-the-line C-Class has picked up a bunch of fresh virtues. It steers with more enthusiasm, it brakes with more bite, it puts power down with more determination. And, most important, it handles with a delicate sweetness none of its nose-heavy, tail-happy predecessors ever approached. Compared with the M3, the new AMG C63 is the more complete all-rounder, creamier and more composed but dynamically just as awesome. If you want the smiles without the pain, the Mercedes is the one to reach out for. ■

NEW CARS

TRUCKS, CROSSOVERS,
AND SUVS

YOU NEED A NEW RIDE.
WE'RE HERE TO HELP.

At-a-glance changes explained:

ALL-NEW

Completely new design, inside and out.

MAJOR

Serious updates to the body, interior, and/or powertrain.

MINOR

Special editions, additional new features.

UNCHANGED

Barely noticeable changes to trim and finishes.



2016-2017

KEY

5M five-speed manual
6A/8A six-/eight-speed automatic
6-sp auto-cl man six-speed auto-clutch manual

7-sp twin-cl auto seven-speed twin-clutch automatic **FWD** front-wheel drive,
AWD all-wheel drive, **RWD** rear-wheel drive,
4WD off-road oriented 4-wheel drive

NHTSA and IIHS safety data derived from 2015 or 2016 model ratings

IntelliChoice five-year retained value data may apply to common vehicle variants, not an average of all model variants.



MAJOR

Acura ILX

A Honda Civic Si for grown-ups.

BASE PRICE \$28,820-\$35,810 **BODY TYPE** Sedan

The smallest car in Acura's lineup gets a sportier suspension and a quieter interior, which means it finally feels more prestigious than the Honda Civic Si it shares its basic structure with. The 2.4-liter inline-four is now bolted to an excellent eight-speed dual-clutch automatic. The transmission's torque converter (a piece typically absent on dual-clutch gearboxes) smooths out low-speed jerkiness without treading on the dual-clutch's sporting edge. We don't even miss the now-dead six-speed manual.

Base Engine 2.4L/201-hp/180-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 8-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 49%

EPA ECON CITY/HWY: 25/36 MPG **0-60 MPH:** 6.8 SEC

ALL-NEW



Acura NSX

A Japanese supercar that's built in America.

BASE PRICE \$150,000* **BODY TYPE** Coupe

The legendary mid-engine Japanese supercar is finally back. At its heart is still a V-6 engine, but it's now augmented by two turbochargers and three electric motors. Two of the electric motors power the front wheels, and the third kicks in between the time you floor the accelerator and the turbochargers produce full boost. The exterior is as functional as it is extreme. The all-new NSX is a serious reimagining of the original we loved, which should be just as much fun to drive.

Base Engine 3.5L twin-turbo V-6 + triple elec, 550 hp*
Opt Engine None
Drivetrain Mid-engine, AWD
Transmission 9-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles

EPA ECON CITY/HWY: NOT YET RATED **0-60 MPH:** 3.0 SEC*

MINOR

Acura RLX

A big sedan with lots of luxury and technology but little style.

BASE PRICE \$51,870-\$66,870 **BODY TYPE** Sedan

Acura added its AcuraWatch suite of active safety features to the already impressive amount of tech in its flagship sedan. The RLX is incredibly quiet and luxurious and has no shortage of passenger-coddling features. Our favorite model is the Sport Hybrid, which has a V-6 with three electric motors. The hybrid powertrain has V-8 performance, what with 377 combined hp, but the fuel economy of an inline-four. Factor in Honda reliability, and you have one heck of an impressive hybrid luxury sedan.

Base Engine 3.5L/310-hp/272-lb-ft V-6
Opt Engine 3.5L V-6 + triple elec, 377 hp
Drivetrain Front engine, FWD/AWD
Transmission 6A; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 42%

EPA ECON CITY/HWY: 20-28/31-32 MPG **0-60 MPH:** 4.8-5.8 SEC*

UNCHANGED

Acura TLX

A sedan that sits perfectly between its two predecessors.

BASE PRICE \$32,500-\$46,000* **BODY TYPE** Sedan

The TLX splits the difference between two discontinued Acuras: the smaller TSX and the larger TL. It looks sharp, and while you may think it has the same powertrains as its predecessors, both engines have been heavily reworked. Acura tuned the new eight-speed dual-clutch automatic perfectly; it's smoother than any other dual-clutch out there, thanks to its novel design that integrates a torque converter. Throw the TLX into Sport mode, and it won't disappoint when the road gets twisty.

Base Engine 2.4L/206-hp/182-lb-ft I-4
Opt Engine 3.5L/290-hp/267-lb-ft V-6
Drivetrain Front engine, FWD/AWD
Transmission 8-sp twin-cl auto; 9A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 53%

EPA ECON CITY/HWY: 21-24/31-35 MPG **0-60 MPH:** 5.9-7.2 SEC

MINOR



Alfa Romeo 4C

A carbon-fiber Italian exotic for less than \$70K.

BASE PRICE \$56,000-\$66,000* **BODY TYPE** Coupe, convertible

The standard Alfa Romeo 4C coupe is joined this year by a Spider variant, which has a removable, targa-like panel that stretches from the top of the windshield back to the start of the engine compartment. The top is a pain to roll up and store in the tiny trunk behind the mid-mounted engine, but the open-air Spider makes up for the inconvenience by letting you enjoy the unadulterated pops and growls coming from the 1.7-liter turbocharged inline-four that's in both the coupe and the Spider.

Base Engine 1.7L/237-hp/258-lb-ft turbo I-4
Opt Engine None
Drivetrain Mid-engine, RWD
Transmission 6-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 48%

EPA ECON CITY/HWY: 24/34 MPG **0-60 MPH:** 4.0 SEC

MAJOR

Aston Martin DB9 GT/Vanquish

A last breath for the V-12 Aston Martin.

BASE PRICE \$194,000*-\$302,000 **BODY TYPE** Coupe, convertible

The Aston Martin DB9 GT is special. Not special because it's vastly different from the DB9, but special because of what it represents: quite possibly the last naturally aspirated V-12 from the British automaker. The DB9's successor is rumored to have a smaller displacement, twin-turbo engine, likely being sourced from Mercedes-AMG. So if you burn for a V-12 Aston Martin, you might try to find the 568-hp, well-optioned DB9 GT that's been updated with Aston Martin's latest infotainment system.

Base Engine 5.9L/540-568-hp/457-465-lb-ft V-12
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6A; 8A
Basic Warranty 3 yrs/unlimited miles

EPA ECON CITY/HWY: 13/19-21 MPG **0-60 MPH:** 4.0-4.4 SEC



Aston Martin Rapide S

An Aston that you'll forget has four doors.

BASE PRICE \$209,120 **BODY TYPE** Hatchback

The two major issues we had with Aston Martin's attractive four-door have been dealt with: A smooth eight-speed automatic replaced the slow and clunky six-speed last year, and now an updated infotainment system integrates not only touch control but also text-messaging assist. Those changes have vastly improved the already alluring Aston Martin Rapide S. The new eight-speed transmission, along with other mechanical refinements, helps trim half a second off its 0-60 mph time.

MINOR

EPA ECON CITY/HWY: 14/22 MPG **0-60 MPH:** 4.2 SEC*

Base Engine 5.9L/552-hp/465-lb-ft V-12
Opt Engine None
Drivetrain Front engine, RWD
Transmission 8A
Basic Warranty 3 yrs/unlimited miles



Aston Martin Vantage

A relatively inexpensive way to own a brand-new Aston Martin.

BASE PRICE \$103,000-\$200,000* **BODY TYPE** Coupe, convertible

The sweet spot in the Vantage lineup is at the bottom, where the "affordable" GT lives. The somewhat stripped-down car debuted last year with a V-8 and a six-speed manual. The V8 Vantage GT skips a good measure of the typical Aston Martin luxury and customization options, but it doesn't feel cheap. It feels pure. Aston's latest AMi II infotainment system also makes its way into the Vantage lineup, which will only encourage you to spend more time in the sonorous grand tourer.

UNCHANGED

EPA ECON CITY/HWY: 12-14/18-21 MPG **0-60 MPH:** 4.1-4.7 SEC*

Base Engine 4.7L/420-430-hp/346-361-lb-ft V-8
Opt Engine 5.9L/565-hp/457-lb-ft V-12
Drivetrain Front engine, RWD
Transmission 6M; 7-sp auto-cl manual
Basic Warranty 3 yrs/unlimited miles



Audi A3/S3

A luxury compact for whatever you're into.

BASE PRICE \$31,825-\$43,425 **BODY TYPE** Sedan, conv, hatch

We're excited that this year the Audi A3 lineup gains a pair of hatchbacks—a turbodiesel and a plug-in hybrid—but we're even more excited about the impending arrival of the RS3, a high-performance variant that will soon show up in sedan form. The European-spec, all-wheel-drive RS3 Sportback boasts 362 hp and 343 lb-ft of torque from a turbocharged inline-five, and it's a blast to throw around street corners and beat on at the racetrack.

MAJOR

EPA ECON CITY/HWY: 23-31/31-43 MPG; NOT YET RATED (E-TRON) **0-60 MPH:** 4.7-8.2 SEC

Base Engine 1.8L/170-hp/200-lb-ft turbo I-4
Opt Engine 2.0L/150-hp/236-lb-ft t-diesel I-4; 2.0L/220-hp/258-lb-ft turbo I-4; 2.0L/292-hp/280-lb-ft turbo I-4; 1.4L turbo I-4 + elec, 201 hp*
Drivetrain Front engine, FWD/AWD
Transmission 6-sp twin-cl auto; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 53%



MINOR

Audi A4/S4

A smart small sedan that keeps getting better.

BASE PRICE \$36,825-\$50,125 **BODY TYPE** Sedan

Audi just added 4G LTE connectivity to the Navigation package of its bread-and-butter A4, which has long been a solid choice in its competitive segment. The A4 has recently been updated with a new three-spoke steering wheel and a Bang & Olufsen audio system that comes with the Technology package. Nothing major but also not surprising, seeing how an all-new A4 will debut for the 2017 model year, complete with evolutionary styling and the latest in infotainment features.

EPA ECON CITY/HWY: 17-24/26-32 MPG **0-60 MPH:** 4.4-6.4 SEC*

Base Engine 2.0L/220-hp/258-lb-ft turbo I-4
Opt Engine 3.0L/333-hp/325-lb-ft s'chg'd V-6
Drivetrain Front engine, FWD/AWD
Transmission 6M; 8A; 7-sp twin-cl auto; CVT
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Yr Retained Value 49%



Audi A5/RS 5

An absolutely stunning, seriously stylish coupe.

BASE PRICE \$41,425-\$81,000* **BODY TYPE** Coupe, convertible

The Audi A5 is still one of the best-looking cars on the market. Aside from a mild refresh a while back, Audi has kept its hands off of its handsome coupe, and that's fine by us. The base A5 is a lot of fun, but the high-performance RS 5 is our pick. Everywhere we turn, big, burly, naturally aspirated V-8s are being replaced by smaller forced-induction engines, which is why we cherish the RS 5 and its V-8 that revs to 8,500 rpm. It'll soon be replaced by a smaller electric-turbocharged V-6.

MINOR

EPA ECON CITY/HWY: 16-22/22-32 MPG **0-60 MPH:** 4.0-6.9 SEC

Base Engine 2.0L/220-hp/258-lb-ft turbo I-4
Opt Engine 3.0L/333-hp/325-lb-ft s'chg'd V-6; 4.2L/450-hp/317-lb-ft V-8
Drivetrain Front engine, AWD
Transmission 6M; 8A; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 50%



MAJOR

Audi A6/S6

An understated luxury sedan with all the trimmings.

BASE PRICE \$47,125-\$71,825 **BODY TYPE** Sedan

Audi's midsize A6 sedan is a pragmatic, downright luxurious choice that also happens to be sporty. The base gas-powered inline-four is fine, but both the V-6s—one supercharged, one turbodiesel—are much better and much more fun. 333 hp from a supercharged-six not enough for you? How about 450 hp from a twin-turbo V-8? The S6 isn't a middle-management sedan like the A6; it's a street-racing sleeper. Whatever engine you pick, opt for the open-pore wood trim inside.

EPA ECON CITY/HWY: 18-25/27-38 MPG **0-60 MPH:** 3.9-7.4 SEC*

Base Engine 2.0L/252-hp/273-lb-ft turbo I-4
Opt Engine 3.0L/240-hp/428-lb-ft t-diesel V-6; 3.0L/333-hp/325-lb-ft s'chg'd V-6; 4.0L/450-hp/406-lb-ft twin-turbo V-8
Drivetrain Front engine, FWD/AWD
Transmission 8A; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 44%

ALL-NEW

Audi R8 (2017)

A supercar with style and substance in a seductive shell.

ASTON MARTIN | AUDI | BENTLEY



EPA ECON CITY/HWY: 16/23 MPG; 90 MPG-E COMB (E-TRON)* **0-60 MPG:** 3.0-4.0 SEC*

BASE PRICE \$165,000-\$185,000* **BODY TYPE** Coupe, convertible

The Audi R8 is a frontrunner for an *Automobile All-Stars* award, not only because we loved the original Audi R8 but also because the supercar with which the R8 shares its bones and V-10 engine, the Lamborghini Huracán, just won an *Automobile All-Stars* award. The exterior styling has evolved handsomely, and a 12.3-inch screen replaces the gauge cluster inside the car. Sadly, the naturally aspirated, mid-mounted V-8 and metal-gated, 6-speed manual transmission from the last R8 aren't coming back.

Base Engine

5.2L/540-hp/398-lb-ft V-10

Opt Engine 5.2L/610-hp/413-lb-ft V-10; 456-hp/679-lb-ft electric

Drivetrain Mid-engine, RWD/AWD

Transmission 7-sp twin-cl auto; 1A*

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 52%



Audi A7/S7/RS 7

A beautiful, swoopy sedan that's practical and has panache.



MINOR

BASE PRICE \$69,225-\$109,825 **BODY TYPE** Hatchback

The Audi A7 is spectacular in any guise, and mild updates have made it look even sexier. We were bowled over by the A7 when it debuted, but the high-performance S7 and RS 7 quickly stole the spotlight. Both have turbocharged V-8 engines. The S7 makes 450 hp and the RS 7 makes 560 hp. The S7 send its power through a seven-speed dual-clutch transmission while the RS 7 uses a conventional eight-speed automatic, and both cars distribute power to all four wheels.

EPA ECON CITY/HWY: 15-25/25-38 MPG **0-60 MPH:** 3.2-5.4 SEC*

Base Engine

3.0L/333-hp/325-lb-ft s'chg'd V-6

Opt Engine 3.0L/240-hp/428-lb-ft

t-diesel V-6; 4.0L/450-560-hp/

406-516-lb-ft twin-turbo V-8*

Drivetrain Front engine, AWD

Transmission 8A; 7-sp twin-cl auto

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 47%

Audi A8/S8

A car that's as good to drive as it is to be driven around in.



MINOR

BASE PRICE \$82,425-\$140,125 **BODY TYPE** Sedan

More luxury, more power, and more room to spread out, the Audi A8 lives by the "more to love" mantra. It might have the same silhouette cut by the A4 and A6, but you can't get a massage sitting in the back of an A4 or A6. The high-performance S8 is our favorite, what with its 520-hp, twin-turbo V-8. Just remember to re-enact your favorite scenes from "Ronin" on a closed course only.

EPA ECON CITY/HWY: 14-24/22-36 MPG **0-60 MPH:** 3.5-5.8 SEC

Base Engine

3.0L/333-hp/325-lb-ft s'chg'd V-6

Opt Engine 3.0L/240-hp/428-lb-ft

t-diesel V-6; 4.0L/435-520-hp/

444-481-lb-ft twin-turbo V-8;

6.3L/500-hp/463-lb-ft W-12

Drivetrain Front engine, AWD

Transmission 8A

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 40%

Audi TT/TTS

A cool coupe that's lost some of its personality.



ALL-NEW

BASE PRICE \$43,825-\$52,825 **BODY TYPE** Coupe, convertible

Weight loss is good for people, and even better for cars. Audi trimmed nearly 100 pounds from its TT. The result is a more serious, performance-oriented roadster, especially if you opt for the 292-hp TTS. Along the path to higher performance, however, the TT lost some of its exuberant individuality. From the outside it looks like just another Audi. Inside, though, there are intuitive controls in an attractive dashboard, making the TT an even more pleasant place to be.

EPA ECON CITY/HWY: 22/31 MPG* **0-60 MPH:** 4.4-5.5 SEC*

Base Engine

2.0L/220-hp/258-lb-ft turbo I-4

Opt Engine

2.0L/292-hp/280-lb-ft turbo I-4

Drivetrain Front engine, AWD

Transmission 6-sp twin-cl auto

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 49%



Bentley Continental GT/GT Speed

A race-ready Continental is weird, outrageous, and awesome.



MAJOR

BASE PRICE \$201,225-\$269,000* **BODY TYPE** Coupe, convertible

We didn't think it was possible, but Bentley managed to make the Continental uncomfortable. The GT3-R, anyway. An aggressive suspension and 21-inch wheels are to blame. The GT3-R is lighter than the standard GT, and power from its twin-turbo V-8 is pumped up, making the GT3-R the most entertaining Continental yet. The regular GT models get a modest refresh, with a new grille and fenders. The best balanced of the pack is the GT V8, which is quick, efficient, and plush.

EPA ECON CITY/HWY: 13-15/20-25 MPG* **0-60 MPH:** 3.6-4.2 SEC

Base Engine

4.0L/500-572-hp/487-518-lb-ft

twin-turbo V-8

Opt Engine

6.0L/582-626-hp/531-607-lb-ft

twin-turbo W-12

Drivetrain Front engine, AWD

Transmission 8A

Basic Warranty 3 yrs/unlimited miles

*estimated



UNCHANGED

Bentley Flying Spur

A big, burly, old-fashioned expression of speed.

BASE PRICE \$206,725-\$228,025 **BODY TYPE** Sedan

If you're into really fast super-luxury sedans, the Flying Spur has a secret: It tops out at 199 mph, 9 mph faster than the Mulsanne Speed. If you want to overtake any and every car on your Gatsby-esque jaunts down the interstate, then stop here. The W-12 Flying Spur is pretty much what it always was: lavish British luxury for four with a lot of muscle on tap. If you're less concerned with top speed, opt for the Flying Spur V8, which has a newer, more efficient twin-turbo V-8.

EPA ECON CITY/HWY: 12-14/20-24 MPG **0-60 MPH:** 4.0-4.9 SEC*

Base Engine 4.0L/500-hp/487-lb-ft twin-turbo V-8
Opt Engine 6.0L/616-hp/590-lb-ft twin-turbo W-12
Drivetrain Front engine, AWD
Transmission 8A
Basic Warranty 3 yrs/unlimited miles



MINOR

Bentley Mulsanne

A comfy but archaic sedan that doesn't want to evolve.

BASE PRICE \$310,125-\$342,025 **BODY TYPE** Sedan

The Mulsanne distinguishes itself as a luxury sedan for people who like to drive, even if only occasionally. The Mulsanne Speed has chuckle-inducing torque that comes on instantly, whether you're at a dead stop or approaching its top speed of 190 mph. Old-fashioned hydraulic steering, which is direct and responsive, is appreciated. The old-fashioned infotainment system is not. And until Bentley offers active safety features, best let your butler drive.

EPA ECON CITY/HWY: 11/18 MPG **0-60 MPH:** 5.0-5.2 SEC

Base Engine 6.8L/505-hp/752-lb-ft twin-turbo V-8
Opt Engine 6.8L/530-hp/811-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD
Transmission 8A
Basic Warranty 3 yrs/unlimited miles



UNCHANGED

BMW 2 Series

A sports car we would drive every day.

BASE PRICE \$33,845-\$51,745 **BODY TYPE** Coupe, convertible

The 2 Series has become what the 3 Series once was: the BMW we want to own. The convertible version is some 370 pounds less than the comparable 4 Series, has more trunk space, and is available with a line of powerful, enthusiastic engines. The M235i—our favorite—comes with a 320-hp turbo inline-six, rear-wheel drive, and a six-speed manual transmission (AWD is available but only if you opt for an automatic), but even the base 228i with a turbo-four is a blast.

EPA ECON CITY/HWY: 19-23/26-36 MPG **0-60 MPH:** 4.4-5.2 SEC

Base Engine 2.0L/240-hp/255-lb-ft turbo I-4
Opt Engine 3.0L/320-hp/330-lb-ft turbo I-6
Drivetrain Front engine, RWD/AWD
Transmission 6M; 8A
Basic Warranty 4 yrs/50,000 miles
Safety IIHS: TSP+
IntelliChoice 5-Yr Retained Value 49%



MAJOR

BMW 3 Series/M3

A once-great sport sedan that's lost its way.

BASE PRICE \$33,000*-\$64,195 **BODY TYPE** Sedan, hatch, wagon

In addition to new headlights and subtle sheetmetal work, there are two other notable changes to the 3 Series lineup: The 335i becomes the 340i, a name change brought about by the addition of an all-new turbocharged inline-six engine, and a plug-in hybrid called the 330e replaces the ActiveHybrid 3. All 3 Series models now get the Sport Line package as standard equipment. Buyers wanting serious performance should try out the raw and aggressive M3.

EPA ECON CITY/HWY: 17-32/24-45 MPG* **0-60 MPH:** 3.8-7.1 SEC*

Base Engine 2.0L/180-hp/200-lb-ft turbo I-4
Opt Engine 2.0L/240-hp/255-lb-ft turbo I-4; 3.0L/320-hp/330-lb-ft turbo I-6; 2.0L/181-hp/280-lb-ft t-diesel I-4; 3.0L/425-hp/406-lb-ft twin-turbo I-6; 2.0L turbo I-4 + elec, 250 hp*
Drivetrain Front engine, RWD/AWD
Transmission 6M; 8A; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Yr Retained Value 50%



MINOR

BMW 4 Series/Gran Coupe/M4

A coupe version of the 3 Series.

BASE PRICE \$42,845-\$74,895 **BODY TYPE** Coupe, conv, hatch

If the 4 Series is the coupe version of the 3 Series, why is there a four-door 4 Series? Because the 4 Series Gran Coupe is a four-door coupe that combines style and utility with a hatchback body and a sultry sloping roofline. The rest of the lineup, which includes the balanced 428i, the new 435i ZHP Coupe upgraded with M Performance parts, and the venerable M4, all have two doors. The turbo-six in the 435i has been updated, and the model will henceforth be known as the 440i.

EPA ECON CITY/HWY: 17-23/24-35 MPG **0-60 MPH:** 3.9-5.5 SEC

Base Engine 2.0L/240-hp/255-lb-ft turbo I-4
Opt Engine 3.0L/320-hp/330-lb-ft turbo I-6; 3.0L/425-hp/406-lb-ft twin-turbo I-6
Drivetrain Front engine, RWD/AWD
Transmission 6M; 8A; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 50%



UNCHANGED

BMW 5 Series/Gran Turismo/M5

A midsize sport sedan we hope to love again.

BASE PRICE \$51,195-\$96,395 **BODY TYPE** Sedan, hatchback

It used to be that if you wanted a midsize luxury sport sedan, the choice was obvious: the BMW 5 Series. Although the 5 Series remains a solid choice in the segment, the competition has gotten a lot tougher. Most have surpassed the aged 5 Series in power, affordability, and refinement. The next-generation 5 Series, though, is on its way, and it should be lighter and more technologically advanced, which could very well rekindle our love.

EPA ECON CITY/HWY: 14-26/20-38 MPG **0-60 MPH:** 3.7-6.2 SEC

Base Engine 2.0L/240-hp/260-lb-ft turbo I-4
Opt Engine 3.0L/300-hp/300-lb-ft turbo I-6; 3.0L/255-hp/413-lb-ft t-diesel I-6; 3.0L turbo I-6 + elec, 335 hp; 4.4L/445-575-hp/480-500-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD
Transmission 6M; 8A; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 47%



BMW 6 Series/M6

A coupe version of the 5 Series.

BASE PRICE \$77,550-\$122,150 **BODY TYPE** Coupe, convert., sedan
Whether it's the coupe, the convertible, or the four-door Gran Coupe, the 6 Series is a gorgeous grand tourer that's most comfortable out on the open road. The sexy 6 Series is best when it's optioned with the 4.4-liter V-8 engine, which puts out between 445 and 600 hp. A face-lift for 2016 made subtle exterior changes. LED headlights are now standard on all 6 Series models, and optional M Sport and Black Accent packages are new and now available.

Base Engine 3.0L/315-hp/330-lb-ft turbo I-6
Opt Engine 4.4L/445-600-hp/480-590-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD
Transmission 6M; 8A; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 44%

MINOR

EPA ECON CITY/HWY: 14-20/20-31 MPG **0-60 MPH:** 3.9-5.4 SEC



BMW 7 Series

A serious competitor for the Mercedes-Benz S-Class.

BASE PRICE \$82,290-\$98,395 **BODY TYPE** Sedan
The latest and greatest 7 Series has arrived, complete with lots of aluminum and carbon fiber. The new flagship sedan hopes to combine the agility of the 5 Series with the lavishness of the Mercedes-Benz S-Class and the craftsmanship of the Audi A8. The new car has awesome technologies, from road-scanning cameras that see bumps and can adjust the chassis accordingly to gesture controls for the infotainment systems.

Base Engine 3.0L/320-hp/330-lb-ft turbo I-6
Opt Engine 4.4L/445-hp/480-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD
Transmission 8A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 39%

ALL-NEW

EPA ECON CITY/HWY: 17-20/25-30 MPG* **0-60 MPH:** 4.3-5.4 SEC*



BMW i3

A swanky city runabout built with today's best tech.

BASE PRICE \$43,500-\$47,500* **BODY TYPE** Hatchback
The i3 is an enthusiast's car, just not the typical go-fast speed junkie's car. The BMW i3 appeals more to those enthusiasts who can appreciate creative, sustainable engineering. The plug-in electric vehicle is available with a range-extending two-cylinder gas motor that kicks on when the battery packs are almost depleted and recharges the batteries. The i3 is a showcase of innovative technologies, many of which will trickle down to the rest of the BMW lineup.

Base Motor 170-hp/184-lb-ft electric
Opt range-extending engine 34-hp I-2
Drivetrain Rear motor, RWD
Transmission 1A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 47%

UNCHANGED

EPA ECON CITY/HWY: 117-124 MPG-E **0-60 MPH:** 6.4 SEC



BMW i8

A peek into the future of supercars.

BASE PRICE \$137,500* **BODY TYPE** Coupe
The BMW i8 is a window into the future of our craft, the next step along the road for people who love driving. One of our *Automobile* All-Stars for 2015, the BMW i8 is a sultry mid-engine hybrid with a supercar silhouette. It can drive along silently in full-electric mode or rip around a road course at full tilt with all the pieces of its hybrid powertrain working together. The i8 drives well, looks great, and delivers on its promises of sportiness and efficiency.

Base Engine 1.5L turbo I-3 + electric, 357 hp
Opt Engine None
Drivetrain Mid-engine, RWD
Transmission 6A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 45%

UNCHANGED

EPA ECON CITY/HWY: 76 MPG-E **0-60 MPH:** 3.8 SEC



BMW Z4

A timeless roadster with lots of charm.

BASE PRICE \$50,245-\$66,795 **BODY TYPE** Convertible
Toyota and BMW are working together on a replacement for the BMW Z4. With that in mind, it's easy to understand why BMW hasn't touched the Z4. Not that we're complaining. It's a beautiful drop-top with a lot of character. The balance and more-than-adequate power of the Z4 sDrive28 are charming. When equipped with a six-speed manual, the sDrive28 embodies the classic spirit of the roadster, with all-day touring comfort as well as back-road prowess.

Base Engine 2.0L/240-hp/260-lb-ft turbo I-4
Opt Engine 3.0L/300-hp/300-lb-ft turbo I-6;
 3.0L/335-hp/332-lb-ft twin-turbo I-6
Drivetrain Front engine, RWD
Transmission 6M; 8A; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 49%

UNCHANGED

EPA ECON CITY/HWY: 17-22/24-34 MPG **0-60 MPH:** 4.4-5.2 SEC*



Buick Cascada

A convertible for people who don't care about looking cool.

BASE PRICE \$32,000* **BODY TYPE** Convertible
The Cascada fills the void left by the Chrysler 200 convertible and the Toyota Camry Solara, the most recent members of the mainstream convertible segment. The Cascada's power soft top can be operated on the fly (up to 31 mph), and the convertible should comfortably seat four. It won't be exciting, but the Cascada has space in its trunk for golf clubs and should appease those who care only about getting a little sun on their way to the links.

Base Engine 1.6L/200-hp/206-lb-ft turbo I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6A
Basic Warranty 4 yrs/50,000 miles

ALL-NEW

EPA ECON CITY/HWY: 23/30 MPG* **0-60 MPH:** 7.0 SEC*



MINOR

Buick LaCrosse

A big, quiet, humdrum luxury sedan.

BASE PRICE \$32,500-\$40,000* **BODY TYPE** Sedan

The LaCrosse is a quiet, nicely equipped, large luxury sedan that glides along in traditional American fashion. The question, as it has been for some time, is whether the Buick is worth its premium price. At the end of the day, it is just a gussied-up Chevy. The innovations used to make the LaCrosse exceptionally quiet and luxurious have been cribbed by the top-trim Impala, hinging your decision on dealership prices, styling, and your preference for wood interior accents.

EPA ECON CITY/HWY: 17-25/26-36 MPG **0-60 MPH:** 6.6-8.6 SEC

Base Engine 2.4L I-4 + elec, 182 hp
Opt Engine 3.6L/304-hp/264-lb-ft V-6
Drivetrain Front engine, FWD/AWD
Transmission 6A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Yr Retained Value 42%



UNCHANGED

Buick Regal/Regal GS

A sedan that tries to be exciting but isn't.

BASE PRICE \$28,500-\$41,000* **BODY TYPE** Sedan

When we say the Regal GS is the sportiest car in the Buick lineup, don't get any ideas. It's not the rebirth of the Grand National, nor is it the foil to the Audi A4 or BMW 3 Series. It's a typical Buick sedan built around the automaker's three traditional tenets—quietness, composure, and tame character—with a faint whiff of sportiness. Think of the Regal GS being more like Sinatra than Elvis. It's more refined than it is wild.

EPA ECON CITY/HWY: 19-25/27-36 MPG **0-60 MPH:** 6.2-9.1 SEC

Base Engine 2.4L/182-hp/172-lb-ft I-4
Opt Engine 2.0L/259-hp/295-lb-ft turbo I-4; 2.4L I-4 + elec, 182 hp
Drivetrain Front engine, FWD/AWD
Transmission 6M; 6A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Yr Retained Value 42%



UNCHANGED

Buick Verano

A Buick that younger buyers might actually consider.

BASE PRICE \$23,000-\$30,500* **BODY TYPE** Sedan

The Verano is an exceptionally quiet, well-appointed compact sedan that starts below \$25,000. In this segment of small luxury sedans, cars often try to have some semblance of sportiness. Not the Verano. It makes a name for itself by embracing traditional Buick virtues of comfort and poise. If you want a small, efficient compact and prefer the hushed trappings of luxury to the sound of squealing tires, the small Buick is worth a look.

EPA ECON CITY/HWY: 20-21/30-32 MPG **0-60 MPH:** 6.4-8.3 SEC

Base Engine 2.4L/180-hp/171-lb-ft I-4
Opt Engine 2.0L/250-hp/260-lb-ft turbo I-4
Drivetrain Front engine, FWD
Transmission 6M; 6A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Yr Retained Value 42%



MAJOR

Cadillac ATS/ATS-V

A small luxury car with great performance and a fantastic chassis.

BASE PRICE \$34,000*-\$63,660 **BODY TYPE** Sedan, coupe

"Track-capable luxury" seems like an oxymoron, but that's what the all-new Cadillac ATS-V delivers. It's quieter, more comfortable, and more refined than its main bogey, the BMW M3/M4. While the chassis on the base ATS is really, really good, the V model gets suspension improvements, including the addition of magnetorheological dampers that help it go from comfy highway cruiser to track-day hero without any fuss. All ATS models would benefit from more space in the rear.

EPA ECON CITY/HWY: 17-21/23-33 MPG **0-60 MPH:** 4.0-7.0 SEC*

Base Engine 2.5L/202-hp/191-lb-ft I-4
Opt Engine 2.0L/272-hp/295-lb-ft turbo I-4; 3.6L/335-hp/284-lb-ft V-6*; 3.6L/464-hp/445-lb-ft twin-turbo V-6
Drivetrain Front engine, RWD/AWD
Transmission 6M; 8A*
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Yr Retained Value 43%



MAJOR

Cadillac CTS/CTS-V

A star-spangled performance sedan we can get behind.

BASE PRICE \$48,000-\$84,990* **BODY TYPE** Sedan

The CTS-V is a loud, fast, brash American luxury sport sedan that scares the schnitzel out of German automakers. It shares its supercharged running gear with the Chevrolet Corvette Z06, including the snappy eight-speed automatic transmission that's bolted to the back of the 640-hp V-8. If the CTS-V is too hard-edged for you, consider the softer but still potent Vsport. But even with the base turbo inline-four, the stylish CTS still has a lot of attitude and is still a joy drive.

EPA ECON CITY/HWY: 15-20/22-30 MPG* **0-60 MPH:** 3.3-6.3 SEC*

Base Engine 2.0L/272-hp/295-lb-ft turbo I-4
Opt Engine 3.6L/335-hp/284-lb-ft V-6*; 3.6L/420-hp/430-lb-ft twin-turbo V-6; 6.2L/640-hp/630-lb-ft s'chg'd V-8
Drivetrain Front engine, RWD/AWD
Transmission 6M; 8A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Yr Retained Value 44%



ALL-NEW

Cadillac CT6/Plug-In

A segment-splitting luxury sedan with awesome features.

BASE PRICE \$65,000-\$90,000* **BODY TYPE** Sedan

The CT6 is poised to take Cadillac into uncharted sport-luxury waters. The new sedan is slightly longer than a short-wheelbase BMW 7 Series but lighter than a 5 Series. Standard all-wheel drive, a pair of turbocharged engines with a plug-in hybrid to follow, massaging rear seats, a 34-speaker Bose system, and a semi-autonomous driving package similar to the one on the Mercedes-Benz S-Class all point to one thing: Some product planners in Germany will soon be losing sleep.

EPA ECON CITY/HWY: 18-23/26-32 MPG; 50 MPG-E COMB (PHEV)* **0-60 MPH:** 4.8-6.5 SEC*

Base Engine 2.0L/265-hp/270-lb-ft turbo I-4*
Opt Engine 3.6L/335-hp/284-lb-ft V-6*; 3.0L/400-hp/400-lb-ft twin-turbo V-6*; 2.0L turbo I-4 + twin elec, 335 hp*
Drivetrain Front engine, RWD/AWD
Transmission 8A; CVT
Basic Warranty 4 yrs/50,000 miles

ALL-NEW

Chevrolet Camaro

An all-new iteration of GM's ponycar.



EPA ECON CITY/HWY: 15-21/25-31 MPG* 0-60 MPH: 4.0-6.0 SEC*

BASE PRICE \$25,000-\$40,000* **BODY TYPE** Coupe, convertible

Little had to be done to the new Camaro for it to be popular. The latest iteration of the iconic muscle car doesn't depart much from the last car's styling, instead reworking the formula so that the new car feels slimmer and more refined. It rides on the same platform as the Cadillac ATS and CTS and has an interior with better ergonomics and better visibility. The base turbo-four and a reworked V-6 will likely account for most sales, but we'd spring for the SS and its V-8 from the Corvette Stingray.

Base Engine

2.0L/275-hp/295-lb-ft turbo I-4

Opt Engine 3.6L/335-hp/284-lb-ft V-6;

6.2L/455-hp/455-lb-ft V-8

Drivetrain Front engine, RWD

Transmission 6M; 8A

Basic Warranty 3 yrs/36,000 miles

IntelliChoice 5-Yr Retained Value 52%



MAJOR

Cadillac ELR

A flop that's actually pretty good.

BASE PRICE \$65,995 **BODY TYPE** Coupe

The hybrid Caddy is still based on the Chevrolet Volt but now has far more power. The ELR's suspension, braking, and steering have all been revised, which should widen the gap between the two vehicles that's been too narrow for too long and help justify the ELR's high price. It's best to see the ELR as a comfortable, attractive, two-door cruiser rather than a luxury hybrid sports coupe, even though that's what it is being marketed as.

Base Engine 233-hp/373-lb-ft elec +

1.4L/84-hp I-4

Opt Engine None

Drivetrain Front engine, FWD

Transmission CVT

Basic Warranty 4 yrs/50,000 miles

EPA ECON CITY/HWY: 31 MPG/85 MPG-E* 0-60 MPH: 6.4 SEC*



MINOR

Cadillac XTS

A big, willowy Caddy for those who don't like spirited driving.

BASE PRICE \$46,000-\$68,000* **BODY TYPE** Sedan

The XTS is a roomy and comfortable luxury sedan that feels genuinely expensive in a way few products from GM have managed. In Vsport trim the beefy front-wheel-drive sedan can hustle but isn't anywhere near as impressive as, say, the CTS Vsport in the performance department. Optioning up the XTS adds lots of chrome and flash, but it works on the formidable sedan. Think traditional American luxury but with more than a hint of new Cadillac.

Base Engine 3.6L/305-hp/264-lb-ft V-6

Opt Engine 3.6L/410-hp/369-lb-ft

twin-turbo V-6

Drivetrain Front engine, FWD/AWD

Transmission 6A

Basic Warranty 4 yrs/50,000 miles

Safety NHTSA: 5 Stars

IntelliChoice 5-Yr Retained Value 37%

EPA ECON CITY/HWY: 16-18/24-28 MPG 0-60 MPH: 5.3-6.9 SEC



MINOR

Chevrolet Corvette

A sports car with very few compromises.

BASE PRICE \$56,000-\$85,000* **BODY TYPE** Coupe, convertible

This is the best Corvette ever. It delivers on its promise of American muscle but blends in modern techno-wizardry as well. Optional adaptive suspension dampers help the Stingray seamlessly transition from the road to the road course, and an adjustable exhaust can change its tune to match. Step up to the Z06 if you want supercar performance for the price of a sports car. The Z06 is more aggressive than the Stingray, but it's no more punishing and just as comfortable.

Base Engine

6.2L/455-460-hp/460-465-lb-ft V-8

Opt Engine

6.2L/650-hp/650-lb-ft s'chg'd V-8

Drivetrain Front engine, RWD

Transmission 7M; 8A

Basic Warranty 3 yrs/36,000 miles

IntelliChoice 5-Yr Retained Value 52%

EPA ECON CITY/HWY: 13-17/21-29 MPG 0-60 MPH: 3.2-3.8 SEC



ALL-NEW

Chevrolet Cruze

A major overhaul makes the Cruze even better.

BASE PRICE \$17,500-\$26,500* **BODY TYPE** Sedan, hatch

With its latest update, the Cruze gains 2 inches of rear knee room, loses as much as 250 pounds, and comes standard with a turbocharged engine. We're told the turbodiesel will return in 2017 with best-in-class fuel economy figures. Good. We really liked that engine. There are also rumors that a Cruze hatchback will join the lineup. Seems logical, seeing how Honda plans to bring back the Civic hatchback.

Base Engine

1.4L/153-hp/177-lb-ft turbo I-4

Opt Engine

1.6L/150-hp/240-lb-ft t-diesel I-4*

Drivetrain Front engine, FWD

Transmission 6M; 6A

Basic Warranty 3 yrs/36,000 miles

IntelliChoice 5-Yr Retained Value 48%

EPA ECON CITY/HWY: 27/39-46 MPG* 0-60 MPH: 8.0-8.5 SEC



UNCHANGED

Chevrolet Impala

A wildly styled full-size sedan.

BASE PRICE \$28,000-\$35,500* **BODY TYPE** Sedan

The sharp-looking Impala gives you a premium level of refinement for a mainstream price. High-end materials come from the more expensive Cadillac XTS, and sound-deadening tricks are taken from the quieter Buick LaCrosse, both cars with which the Impala shares a platform. Optional all-wheel drive isn't in the cards—a bummer. Avoid the base four-cylinder that feels overworked, and opt for the smooth, direct-injected V-6, which works well with the 6-speed automatic.

EPA ECON CITY/HWY: 17-22/25-31 MPG **0-60 MPH:** 6.2-9.1 SEC*

Base Engine 2.5L/196-hp/186-lb-ft I-4
Opt Engine 3.6L/305-hp/264-lb-ft V-6; 3.6L/230-260-hp/218-247-lb-ft CNG-gas V-6
Drivetrain Front engine, FWD
Transmission 6A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 42%



ALL-NEW

Chevrolet Malibu

An emergency redo fixed what it had to.

BASE PRICE \$23,500-\$34,000* **BODY TYPE** Sedan

The Malibu got an emergency refresh, and now the new sheetmetal makes the Malibu look more like an Impala. (Read: much better.) A 3.6-inch wheelbase stretch boosts interior room. As much as 300 pounds have been shed compared to the previous model, and a trio of engines will be available, including a Volt-derived hybrid powertrain that's estimated to return well above 40 mpg. The latest in safety features and connected technologies will be available as well.

EPA ECON CITY/HWY: 22-48/32-45 MPG* **0-60 MPH:** 6.3-8.5 SEC*

Base Engine 1.5L/160-hp/184-lb-ft turbo I-4*
Opt Engine 1.8L I-4 + elec, 182 hp*; 2.0L/250-hp/258-lb-ft turbo I-4*
Drivetrain Front engine, FWD
Transmission 6A; 8A; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 41%



UNCHANGED

Chevrolet Sonic/RS

A sales winner that isn't all that wonderful.

BASE PRICE \$15,000-\$22,000* **BODY TYPE** Sedan, hatchback

The Sonic has sold well, but it isn't very good, at least when you compare it to the well-established competition such as the Honda Fit. Even the sportiest RS model, which benefits from lower suspension and better brakes, doesn't excite us. That said, if you're looking for a fun urban runabout, the Sonic looks the part. It's pretty cool that it's available with a 4G LTE connection, and there are three more metallic paint colors for 2016: Nightfall Gray, Mosaic Black, and Kinetic Blue.

EPA ECON CITY/HWY: 25-29/33-40 MPG **0-60 MPH:** 8.1-9.0 SEC*

Base Engine 1.8L/138-hp/125-lb-ft I-4
Opt Engine 1.4L/138-hp/148-lb-ft turbo I-4
Drivetrain Front engine, FWD
Transmission 5M; 6M; 6A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 45%



ALL-NEW

Chevrolet Spark/EV

A fun little subcompact that finally feels cinched together.

BASE PRICE \$14,500*-\$25,995 **BODY TYPE** Hatchback

The updated Spark subcompact used to look cheerful but cheap. Now it just looks cheerful. A new front fascia makes the Spark look more refined, while a longer wheelbase and stiffer chassis help improve the ride. Under the hood is a new inline-four engine that produces 98 hp, 14 hp more than before. A low base price, standard touchscreen infotainment, and 4G LTE Wi-Fi should make the Spark an appealing choice for a younger, more connected generation.

EPA ECON CITY/HWY: 31/40 MPG*; 128/109 MPG-E **0-60 MPH:** 8.5-9.5 SEC*

Base Engine 1.4L/98-hp/94-lb-ft I-4*
Opt Motor 140-hp/327-lb-ft electric
Drivetrain Front engine, FWD
Transmission 5M; CVT; 1A
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 44%



UNCHANGED

Chevrolet SS

A tourist on our shores that will go away soon.

BASE PRICE \$47,000* **BODY TYPE** Sedan

Want an SS? Well, you better hurry up. General Motors is halting Australian manufacturing of the Holden Commodore, the car the SS is based on, and we don't expect to see a new SS after 2017. Few people need a full-size sport sedan with rear-wheel drive, a sonorous V-8 engine, a 6-speed manual, and a well-tuned chassis, but if you're one of them, you can't do better than the SS. Sure, there are other options, but nearly all wear a badge from Germany and few cost less than \$50K.

EPA ECON CITY/HWY: 14-15/21 MPG **0-60 MPH:** 4.5-4.6 SEC

Base Engine 6.2L/415-hp/415-lb-ft V-8
Opt Engine None
Drivetrain Front engine, RWD
Transmission 6M; 6A
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 50%



ALL-NEW

Chevrolet Volt

A completely new version of the range-extended EV that started a trend.

BASE PRICE \$33,995 **BODY TYPE** Hatchback

We really dug the Volt when it first came out, and this all-new Volt will likely charm us again. The sculpted body resembles the recently introduced Cruze and is much more stylish than before. A new, more efficient, 1.5-liter direct-injected inline-four replaces the previous range extender, and a more energy-dense 18.4-kWh battery pack provides up to 50 miles of electric-only range. Inside, per customer demand, the Volt now seats three in the rear instead of only two.

EPA ECON CITY/HWY: 41 MPG*; 106 MPG-E* **0-60 MPH:** 8.4 SEC*

Base Engine 149-hp/294-lb-ft elec + 1.5L/101-hp I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission CVT
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 32%



UNCHANGED

Chrysler 200

A midsize sedan you no longer have to make excuses for.

BASE PRICE \$22,990-\$32,420 **BODY TYPE** Sedan

We've said it time and again since this 200 debuted: It's much better than before. The midsize Chrysler is one of the few cars in the segment to still offer a V-6 engine with all-wheel drive, which is a much better combination than the inline-four with front-wheel drive. Both engines are paired to a smooth-shifting nine-speed automatic, which helps improve fuel economy. The 200's list of features is impressive, although the best bits are saved for the upper-level S and C models.

Base Engine 2.4L/184-hp/173-lb-ft I-4
Opt Engine 3.6L/295-hp/262-lb-ft V-6
Drivetrain Front engine, FWD/AWD
Transmission 9A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 41%

EPA ECON CITY/HWY: 18-23/29-36 MPG **0-60 MPH:** 6.3-8.7 SEC

UNCHANGED

Chrysler 300

A sedan that's high on style but short on space.

BASE PRICE \$33,000-\$46,000* **BODY TYPE** Sedan

The redesigned 300 gets a cleaner exterior, with reshaped headlights, new LED taillights, a new grille, and new front and rear fascias. Higher-quality materials have been used inside. With a revised center stack and a new steering wheel, the big sedan banishes the cheap feel from years past, and a new light blue and tan leather combination really brings out the best of the interior. Those living in the Snowbelt should take note: All-wheel drive is no longer an option with the V-8.

Base Engine 3.6L/292-300-hp/260-264-lb-ft V-6
Opt Engine 5.7L/363-hp/394-lb-ft V-8
Drivetrain Front engine, RWD/AWD
Transmission 8A
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 42%

EPA ECON CITY/HWY: 16-19/25-31 MPG **0-60 MPH:** 5.6-6.4 SEC

UNCHANGED

Dodge Challenger/SRT Hellcat

An all-American burnout machine.

BASE PRICE \$28,000-\$61,000* **BODY TYPE** Coupe

The Challenger may be aging, but the Hellcat version is still making headlines and shredding tires thanks to its 707-hp supercharged V-8 engine. In the shadow of the Hellcat is the Scat Pack Shaker, which is the best deal in the Challenger lineup. It has the naturally aspirated, 6.4-liter Hemi V-8 with 485 hp, track-tuned suspension, and Brembo brakes. The Challenger handles like a muscle car; it's not lithe, but it is controllable, especially during a long burnout.

Base Engine 3.6L/305-hp/268-lb-ft V-6
Opt Engine 5.7L/372-375-hp/400-410-lb-ft V-8; 6.4L/485-hp/475-lb-ft V-8;
 6.2L/707-hp/650-lb-ft s'chg'd V-8
Drivetrain Front engine, RWD
Transmission 6M; 8A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 53%

EPA ECON CITY/HWY: 13-19/21-30 MPG **0-60 MPH:** 3.7-6.0 SEC

UNCHANGED

Dodge Charger/SRT Hellcat

A 200-mph, 707-hp family sedan.

BASE PRICE \$29,000-\$65,000* **BODY TYPE** Sedan

The Charger Hellcat is a 707-hp, tire-smoking monster with the practicality of a family sedan, with amenities such as heated-and-ventilated seats and an intuitive 8.0-inch infotainment screen. Below the Hellcat is the R/T Scat Pack, which is the best bang-for-your-buck performance model of the Charger bunch, mostly due to its 485-hp, 6.4-liter Hemi V-8 engine. The Hemi-powered Chargers are a ton of fun, but the V-6 is no slouch and should satisfy most buyers.

Base Engine 3.6L/292-300-hp/260-264-lb-ft V-6
Opt Engine 5.7L/370-hp/395-lb-ft V-8; 6.4L/485-hp/475-lb-ft V-8;
 6.2L/707-hp/650-lb-ft s'chg'd V-8
Drivetrain Front engine, RWD/AWD
Transmission 8A
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 44%

EPA ECON CITY/HWY: 13-19/22-31 MPG **0-60 MPH:** 3.7-6.6 SEC

UNCHANGED

Dodge Dart

A disappointing compact sedan we don't really like.

BASE PRICE \$17,500-\$25,000* **BODY TYPE** Sedan

The Dart is one of the bigger-boned compact sedans, which lends it one of the roomiest cabins this side of a larger midsize sedan. Inside, the Dart is generously equipped and is a nice place to spend time when you're sailing down the interstate. Our biggest complaint is the six-speed dual-clutch automatic transmission, which we had on a Four Seasons SXT. Shifts are clunky and rough. Do yourself a favor, and get the traditional automatic or manual.

Base Engine 2.0L/160-hp/148-lb-ft I-4
Opt Engine 1.4L/160-hp/184-lb-ft turbo I-4; 2.4L/184-hp/174-lb-ft I-4
Drivetrain Front engine, FWD
Transmission 6M; 6A; 6-sp twin-cl auto
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 44%

EPA ECON CITY/HWY: 22-28/31-41 MPG **0-60 MPH:** 7.5-9.9 SEC*

UNCHANGED

Dodge Viper/ACR

An expensive but exciting take on the American supercar.

BASE PRICE \$91,590-\$122,490 **BODY TYPE** Coupe

With a V-10 engine and a transmission with six gears that can only be shifted by hand, the Viper is a brash and powerful icon of American performance. The GTC is as unique as it is powerful with an estimated 25 million build combinations, thanks to the newly launched 1-of-1 program. The all-new ACR is a track-ready terror that tweaks everything from the suspension to the aerodynamics. The big rear wing on the ACR is adjustable to suit the driver's tastes.

Base Engine 8.4L/645-hp/600-lb-ft V-10
Opt Engine None
Drivetrain Front engine, RWD
Transmission 6M
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 48%

EPA ECON CITY/HWY: 12/21 MPG **0-60 MPH:** 3.3-3.5 SEC



ALL-NEW

Ferrari 488 GTB

A turbo engine hasn't ruined this Ferrari.

BASE PRICE \$242,737 **BODY TYPE** Coupe

The esteemed 458 Italia has been replaced by the 488 GTB, which now sports a—believe it or not—twin-turbo V-8 in place of the 458's naturally aspirated, 4.5-liter V-8. But don't shed a tear yet. While the 488 may be less emotional than the 458, it's a better car overall. The exhaust note is still delicious, and the engine will rev to 8,000 rpm. The exterior has been sculpted with downforce, high-speed stability, and drag reduction in mind, and the 488 is more comfy than the 458 to boot.

EPA ECON CITY/HWY: 16/22 MPG* **0-60 MPH:** 2.9 SEC*

Base Engine 3.9L/660-hp/561-lb-ft twin-turbo V-8
Opt Engine None
Drivetrain Mid-engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 yrs/unlimited miles



UNCHANGED

Ferrari California T

A Ferrari for the road instead of the road course.

BASE PRICE \$203,000* **BODY TYPE** Convertible

The California T is a great grand tourer. It lacks the knife-edge attitude we see through the rest of Ferrari's stable, but it's still worthy of the Prancing Horse badge. Just because it's built for the road, not the racetrack, doesn't mean the California T can't paint a stupid grin across your face in the traditional Ferrari way. 553 hp is perfect for this car—enough power to get you in trouble but only when you're asking for it.

EPA ECON CITY/HWY: 16/23 MPG **0-60 MPH:** 3.6 SEC*

Base Engine 3.9L/553-hp/557-lb-ft twin-turbo V-8
Opt Engine None
Drivetrain Front engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 yrs/unlimited miles



UNCHANGED

Ferrari F12 Berlinetta

A supercar we could comfortably drive across the country.

BASE PRICE \$327,000* **BODY TYPE** Coupe

Will the F12 Berlinetta go down in history as the last great naturally aspirated Ferrari? With the 488 GTB sporting a forced-induction engine, it's certainly looking like it. The F12 is a seriously sexy, immensely capable, and sensationally fun-to-drive supercar. Its steering is perfection, its transmission is excellent, its engine is superb, and the electronics on and in the car are blessedly unobtrusive. The F12 Berlinetta is one of the best driver's cars in the world.

EPA ECON CITY/HWY: 11-12/16 MPG **0-60 MPH:** 3.6 SEC

Base Engine 6.3L/731-hp/509-lb-ft V-12
Opt Engine None
Drivetrain Front engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 yrs/unlimited miles



UNCHANGED

Ferrari FF

A Ferrari made for families and cities with four seasons.

BASE PRICE \$303,000* **BODY TYPE** Hatchback

The FF is the most pragmatic Ferrari ever. It's a hatchback that will seat four people and haul their golf bags at the same time. It won't bat an eyelash at snow, thanks to its trick all-wheel-drive system, or rutted pavement, which its magnetorheological suspension dampers can make short work of. Practical as it may be, it's still a true Ferrari, complete with a screaming 652-hp V-12 engine mated to a lightning-fast, seven-speed automatic transmission.

EPA ECON CITY/HWY: 11/16-17 MPG **0-60 MPH:** 3.6 SEC*

Base Engine 6.3L/652-hp/504-lb-ft V-12
Opt Engine None
Drivetrain Front engine, AWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 yrs/unlimited miles



MINOR

Fiat 500/c/e/Abarth

A cute Italian subcompact that's all about style.

BASE PRICE \$18,000-\$33,000* **BODY TYPE** Hatchback, convertible

The 500 gets a refreshed look for 2016, but you'd be hard-pressed to spot the differences. The interior is still cute, if a bit quieter due to added sound-deadening material. Recently there have been changes made to the 500 in Europe, and we expect to see some of those—more efficient engines, more tech—make it stateside. At the moment our favorite 500 is the high-performance Abarth. The softtop model specifically, since it's easier to hear its intoxicating exhaust note.

EPA ECON CITY/HWY: 24-31/32-40 MPG; 122/108 MPG-E **0-60 MPH:** 6.7-11.6 SEC

Base Engine 1.4L/101-hp/97-lb-ft I-4
Opt Engine 1.4L/135-160-hp/150-183-lb-ft turbo I-4; 111-hp/147-lb-ft electric
Drivetrain Front engine, FWD
Transmission 5M; 6A; 1A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Yr Retained Value 47%



UNCHANGED

Fiat 500L

A big-boned Fiat for families.

BASE PRICE \$20,500-\$26,000* **BODY TYPE** Hatchback

The 500L is more than a big 500, but rather is a roomy and airy hatchback that takes cues from the smaller Fiat. Last year marked the quiet end of the less-than-stellar dual-clutch transmission, leaving a six-speed manual and a six-speed automatic as the only options. We're glad. With the same turbocharged inline-four found in the 500 Abarth you might think the 500L is fast, but the stylish people mover's extra mass weighs down the little engine a lot.

EPA ECON CITY/HWY: 22-25/30-33 MPG **0-60 MPH:** 8.6-8.8 SEC*

Base Engine 1.4L/160-hp/184-lb-ft turbo I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6M; 6A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 44%

MAJOR Ford Mustang

A ponycar that drives like a sports car.



FERRARI | FIAT | FORD



Base Engine 3.7L/300-hp/280-lb-ft V-6
Opt Engine 2.3L/310-hp/320-lb-ft turbo I-4; 5.0L/435-hp/400-lb-ft V-8; 5.2L/526-hp/429-lb-ft V-8
Drivetrain Front engine, RWD
Transmission 6M; 6A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 59%



EPA ECON CITY/HWY: 14-21/23-32 MPG* **0-60 MPH:** 3.9-5.6 SEC

BASE PRICE \$24,700-\$63,495 **BODY TYPE** Coupe, convertible

\$50,000 sounds like a lot of money for a Mustang, but let us explain. The GT350 has a 5.2-liter flat-plane V-8 that produces 526 hp and 429 lb-ft of torque without forced induction. The kicker is that flat-plane crankshaft, typically found in exotics and race cars, and its ability to rev to 8,250 rpm. Nearly every piece of added bodywork on the GT350 is functional, either extracting heat or increasing downforce, and the racier GT350 R gets standard carbon-fiber wheels. Ford might not be charging enough.



Ford C-Max/Energi

A bland but nice competitor to the Prius.

BASE PRICE \$25,500-\$33,000* **BODY TYPE** Hatchback

Ford's Prius-fighting hatchback is one of the better-looking entries in this segment. Not like that's hard to do though. Both the standard C-Max hybrid and the plug-in C-Max Energi hybrid can be optioned with useful features, including the "wave your limb under the rear bumper to automatically open the rear hatch" feature. This year SYNC 3 infotainment is new, with an updated interface, a better processor, improved voice recognition, and snappier graphics.

Base Engine 2.0L I-4 + elec, 188-195-hp
Opt Engine None
Drivetrain Front engine, FWD
Transmission CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 46%

UNCHANGED

EPA ECON CITY/HWY: 42/37 MPG; 95/81 MPG-E **0-60 MPH:** 8.1-8.5 SEC*



Ford Fiesta

A subcompact anyone could enjoy driving.

BASE PRICE \$14,915-\$21,795 **BODY TYPE** Sedan, hatchback

The Fiesta is one of the best compact hatchbacks you can buy. If you're erring on the side of practicality and economy, opt for the turbocharged three-cylinder engine in the SFE model. If you want to have a whole lot of fun, though, you can't do better than the Fiesta ST. It's one of the greatest hot hatches we've ever driven. It can destroy far more expensive cars at an autocross, carve up back roads, and lap road courses all day long.

Base Engine 1.6L/120-hp/112-lb-ft I-4
Opt Engine 1.0L/123-hp/123-lb-ft turbo I-3; 1.6L/197-hp/202-lb-ft turbo I-4
Drivetrain Front engine, FWD
Transmission 5M; 6M; 6A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 49%

UNCHANGED

EPA ECON CITY/HWY: 26-31/35-43 MPG **0-60 MPH:** 6.4-9.5 SEC



Ford Focus/Electric/RS (2017)

An exciting time for Ford's typically humdrum hatch.

BASE PRICE \$18,000-\$31,000* **BODY TYPE** Sedan, hatchback

With the loss of an icon, the soon-to-be-dead Mitsubishi Lancer Evolution, Ford has seen fit to finally bring its high-performance, all-wheel-drive Focus RS to our shores. The RS has a 345-hp turbocharged engine, a standard six-speed manual transmission, and a Drift mode for its torque-vectoring all-wheel-drive system. On paper the RS seems like it should stomp the Volkswagen Golf R and the Subaru WRX, its two main bogeys. We're excited to see if it can.

Base Engine 2.0L/160-hp/146-lb-ft I-4
Opt Engine 1.0L/123-hp/123-lb-ft turbo I-3; 2.0L/252-hp/270-lb-ft turbo I-4; 143-hp/184-lb-ft electric; 2.3L/320-hp/320-lb-ft turbo I-4*
Drivetrain Front engine, FWD/AWD
Transmission 5M; 6M; 6-sp twin-cl auto; 1A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 48%

MAJOR

EPA ECON CITY/HWY: 23-30/30-42 MPG; 110/99 MPG-E **0-60 MPH:** 4.9-9.5 SEC*



Ford Fusion/Energi

A stylish choice in what's a typically stale segment.

BASE PRICE \$21,802-\$34,725 **BODY TYPE** Sedan

The midsize sedan segment is cutthroat, and the Ford Fusion manages to fall near the top of the incredibly competitive pack. How? For one, it looks good. It also has a price-leading base model as well as a plug-in hybrid variant, and it's built on one of the best chassis in the segment. The Mazda6 might be sportier, the Honda Accord more sensible, but the Fusion is a fine package that should satisfy most buyers.

Base Engine 2.5L/175-hp/170-lb-ft I-4
Opt Engine 1.5L/181-hp/185-lb-ft turbo I-4; 2.0L/240-hp/270-lb-ft turbo I-4; 2.0L I-4 + elec, 188-195-hp
Drivetrain Front engine, FWD/AWD
Transmission 6A; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 44%

UNCHANGED

EPA ECON CITY/HWY: 22-44/31-41 MPG; 95/81 MPG-E **0-60 MPH:** 6.8-9.0 SEC*



UNCHANGED

Ford Taurus

An overweight and underwhelming full-size sedan.

BASE PRICE \$28,000-\$41,500* **BODY TYPE** Sedan

The Taurus is big and chunky and old. Ford showed off an improved model in China not too long ago, so keep an eye out for the next-generation Taurus to debut soon. The most entertaining Taurus is the SHO, which benefits from a twin-turbo V-6 that long ago showed the world that a big American sedan could have muscle without a V-8. The best engine for the sedan, though, is the 2.0-liter turbo-four, which strikes a good balance between power and efficiency.

EPA ECON CITY/HWY: 17-22/25-32 MPG **0-60 MPH:** 5.2-7.5 SEC*

Base Engine 3.5L/288-hp/254-lb-ft V-6
Opt Engine 2.0L/240-hp/270-lb-ft turbo I-4;
 3.5L/365-hp/350-lb-ft twin-turbo V-6
Drivetrain Front engine, FWD/AWD
Transmission 6A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 44%



MAJOR

Honda Accord

A well-rounded package in a highly competitive segment.

BASE PRICE \$23,000-\$36,000* **BODY TYPE** Sedan, coupe

Honda's wonderful midsize sedan gets made over this year with all the usual stuff: a smattering of LED lights, new wheel designs, and fresh front and rear fascias. The full Honda Sensing suite of active safety technologies is now available on the Accord, too. The CVT is one of the best around. The V-6 coupe is powerful and unlike anything else on the market. And you'll never have more fun in a midsize sedan than you do in a four-cylinder Accord with a six-speed manual.

EPA ECON CITY/HWY: 18-50/28-45 MPG **0-60 MPH:** 5.4-7.6 SEC

Base Engine 2.4L/185-189-hp/181-182-lb-ft I-4
Opt Engine 3.5L/278-hp/251-252-lb-ft V-6; 2.0L I-4 + elec, 196 hp
Drivetrain Front engine, FWD
Transmission 6M; 6A; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 52%



ALL-NEW

Honda Civic

A comeback of the Civic we used to love.

BASE PRICE \$19,000-\$30,000* **BODY TYPE** Sedan, coupe, hatch

Honda is finally listening to us. The 10th-generation Civic is looking like a return to form, and we couldn't be more excited. There will be a Type R with a 300-plus-hp turbo-four, a turbocharged base Civic, and a hatchback, which disappeared from our market a decade ago. A turbocharged Civic, from the factory, that can be paired with a 6-speed manual? About time. The Ford Focus ST and Volkswagen Golf GTI have been unchallenged for far too long.

EPA ECON CITY/HWY: 24-31/32-41 MPG* **0-60 MPH:** 5.5-8.7 SEC*

Base Engine 2.0L/150-hp/140-lb-ft I-4*
Opt Engine 1.5L/201-hp/192-lb-ft turbo I-4*;
 2.0L/306-hp/295-lb-ft turbo I-4*
Drivetrain Front engine, FWD
Transmission 6M; CVT
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 51%



MINOR

Honda CR-Z

A quirky hybrid posing as a sports car.

BASE PRICE \$21,500* **BODY TYPE** Hatchback

For 2016, the Honda CR-Z gets updated. We thought the CR-Z would've been dropped from Honda's lineup by now, but the "sport hybrid" is sticking around. It's still not the second coming of the '80s CR-X; think of the CR-Z as a comfortable commuter with a little excitement. Skip the CVT and go straight for the six-speed manual transmission. Think about getting the \$5,495 Honda Performance Development supercharger kit, too, which bumps output up by 67 hp.

EPA ECON CITY/HWY: 31-36/38-39 MPG **0-60 MPH:** 8.3-8.8 SEC*

Base Engine 1.5L I-4 + elec, 130 hp
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6M; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 44%



UNCHANGED

Honda Fit

A perfectly packaged hatchback we adore.

BASE PRICE \$16,500* **BODY TYPE** Hatchback

The Honda Fit is the car you can (and should) recommend to anyone. It's more fun than its spec sheet would lead you to believe, especially when equipped with Honda's oh-so-smooth six-speed manual transmission. The interior is packaged perfectly, and the fold-down rear seats vastly increase cargo space. Build quality is fantastic, and nothing about the Fit feels cheap. It's the compact hatch we'd buy, and that's why we gave it an *Automobile* All-Stars award for 2015.

EPA ECON CITY/HWY: 29-33/37-41 MPG **0-60 MPH:** 7.9-8.9 SEC

Base Engine 1.5L/130-hp/114-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6M; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 57%



UNCHANGED

Hyundai Accent

A cheap car that's no longer embarrassing.

BASE PRICE \$16,000-\$18,000* **BODY TYPE** Sedan, hatchback

The Accent isn't the crappy car we remember. Far from it. This budget-driven subcompact is roomy, especially in hatchback form, and it comes standard with a solid list of niceties. Don't expect high-luxury, though; think air-conditioning, not automatic climate control. In a segment often populated by plain little boxes, the Accent brings a bit of flair. The Hyundai Accent used to be the car you didn't want any of your friends to see you driving, but not anymore.

EPA ECON CITY/HWY: 26-27/37-38 MPG **0-60 MPH:** 7.8-9.0 SEC

Base Engine 1.6L/138-hp/123-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6M; 6A
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Yr Retained Value 45%



UNCHANGED

Hyundai Azera

A full-size sedan that doesn't make a whole lot of sense.

BASE PRICE \$35,000-\$39,000* **BODY TYPE** Sedan

Just like the Hyundai Genesis it sits right below, the Azera is a full-size sedan, but the two cars couldn't be more different. The front-wheel-drive Azera is a bore and utterly predictable, while the rear- or all-wheel-drive Genesis is far plusher, soaking up bumps and providing a hushed cabin, and far more fun. The Azera can't quite match the Chevrolet Impala, Dodge Charger, or Toyota Avalon, either. Hyundai is making a lot of great cars, but the Azera isn't one of them.

EPA ECON CITY/HWY: 19-20/28-29 MPG **0-60 MPH:** 6.4 SEC

Base Engine 3.3L/293-hp/255-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6A
Basic Warranty 5 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 42%



MINOR

Hyundai Elantra/Elantra GT

An inexpensive compact that's handsome and well-equipped.

BASE PRICE \$18,075-\$22,525 **BODY TYPE** Sedan, hatchback

If you're looking for a compact sedan or hatchback with a generous options list, the Elantra is a logical option, if not the most emotional one in its segment. Keyless entry and push-button ignition come standard, but if that's not rich enough for you, heated and ventilated front seats are optional. Updates have widened the visual gap between the Elantra's two body styles, with the hatch gaining a handsome new grille. Both cars are sharp and look more expensive than they are.

EPA ECON CITY/HWY: 24-28/33-38 MPG **0-60 MPH:** 7.8-9.6 SEC*

Base Engine 1.8L/145-hp/130-lb-ft I-4
Opt Engine 2.0L/173-hp/154-lb-ft I-4
Drivetrain Front engine, FWD
Transmission 6M; 6A
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 46%



UNCHANGED

Hyundai Equus

A Hyundai you wouldn't guess is a Hyundai.

BASE PRICE \$62,450 **BODY TYPE** Sedan

The Equus is the luxury sedan for those who want all the trappings of luxury but couldn't care less about brand name. The biggest Hyundai is downright sybaritic when nicely optioned but still a massive discount over similarly equipped competition with more storied names. You want to spend most of your time in the back row, where you can get heated and cooled seats, a refrigerated center console, power recline and massage, and an extendable footrest.

EPA ECON CITY/HWY: 15/23 MPG **0-60 MPH:** 5.5 SEC

Base Engine 5.0L/429-hp/376-lb-ft V-8
Opt Engine None
Drivetrain Front engine, RWD
Transmission 8A
Basic Warranty 5 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 37%



UNCHANGED

Hyundai Genesis

A sedan that Hyundai should be seriously proud of.

BASE PRICE \$39,000-\$53,000* **BODY TYPE** Sedan

When we drove the all-wheel-drive Hyundai Genesis sedan back-to-back with the all-wheel-drive Chrysler 300, we preferred the Hyundai. The Genesis continues its march upmarket, and no doubt each round of big changes causes more American, German, and Japanese product planners to panic. The Genesis looks great, and its interior is competitive with Audi and Lexus. It doesn't mind hustling when pushed, especially if you step up to the 420-hp V-8.

EPA ECON CITY/HWY: 15-18/23-29 MPG **0-60 MPH:** 5.2-6.3 SEC

Base Engine 3.8L/311-hp/293-lb-ft V-6
Opt Engine 5.0L/420-hp/383-lb-ft V-8
Drivetrain Front engine, RWD/AWD
Transmission 8A
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 44%



UNCHANGED

Hyundai Genesis Coupe

A sports car that looks good but isn't exciting.

BASE PRICE \$27,000-\$35,000* **BODY TYPE** Coupe

Hyundai dropped the turbocharged inline-four engine last year, though it won't be missed. The V-6 has always been the better engine for the Genesis Coupe, especially paired with the six-speed manual transmission. A new Genesis Coupe is coming, and that's good. This car's gear changes are vague, its chassis is a bit unraveled, and its interior is pretty chintzy. If you want a fun little coupe, wait for the next Genesis Coupe or look at the Scion FR-S.

EPA ECON CITY/HWY: 16/24-25 MPG* **0-60 MPH:** 5.0-5.4 SEC*

Base Engine 3.8L/348-hp/295-lb-ft V-6
Opt Engine None
Drivetrain Front engine, RWD
Transmission 6M; 8A
Basic Warranty 5 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 49%



MAJOR

Hyundai Sonata/Plug-In

A solid choice in the competitive midsize sedan segment.

BASE PRICE \$22,500-\$38,500* **BODY TYPE** Sedan

The Hyundai Sonata plug-in hybrid joins the fray with 24 miles of electric-only range, meaning you now can enjoy the benefits of an electric vehicle without the range anxiety. The Sonata looks far better than the average hybrid, joining the Ford Fusion in the land of hybrids that don't eschew style in the name of economy. The Sonata is an agreeable driver, and the cabin is a nice place to spend time, though the electric power steering lacks feel.

EPA ECON CITY/HWY: 21-40/31-44 MPG* **0-60 MPH:** 7.8-9.5 SEC*

Base Engine 2.4L/185-hp/178-lb-ft I-4
Opt Engine 1.6L/178-hp/195-lb-ft turbo I-4; 2.0L/245-hp/260-lb-ft turbo I-4; 2.0L I-4 + elec, 193-202 hp
Drivetrain Front engine, FWD
Transmission 6A; 7-sp twin-cl auto
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 45%



MINOR

Hyundai Veloster

A wonky three-door hatchback that's best left cheap.

BASE PRICE \$19,000-\$27,000* **BODY TYPE** Hatchback

The Veloster looks sportier than it is. Not to say the Veloster is bad. It's simply more concerned with style than anything else. And if style is your thing, the inexpensive but swanky Veloster is hard to beat. The quirky three-door hatchback just got a new seven-speed dual-clutch automatic transmission that is supposed to improve the responsiveness of the top-of-the-line Turbo model. We'd save our money, deal with less power, and buy the most basic Veloster we could.

EPA ECON CITY/HWY: 25-28/33-36 MPG **0-60 MPH:** 6.9-8.8 SEC*

Base Engine 1.6L/132-hp/120-lb-ft I-4
Opt Engine 1.6L/201-hp/195-lb-ft turbo I-4
Drivetrain Front engine, FWD
Transmission 6M; 6-sp twin-cl auto; 7-sp twin-cl auto
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Yr Retained Value 45%



ALL-NEW

Infiniti Q30 (2017)

A small Infiniti we have big hopes for.

BASE PRICE \$33,000* **BODY TYPE** Hatchback

To compete with the recently released Audi A3 and the Mercedes CLA-Class, Infiniti is introducing this sultry new hatchback, the Q30. Formula 1 champ Sebastian Vettel oversaw development of the luxe compact, so we have high hopes for its performance capabilities. Seeing how it comes standard with a 208-hp turbocharged engine mated to a seven-speed dual-clutch automatic transmission, this Japanese hatch should have no problem hanging with the best from Germany.

EPA ECON CITY/HWY: 24-26/33-38 MPG* **0-60 MPH:** 6.5 SEC*

Base Engine 2.0L/208-hp/258-lb-ft turbo I-4*
Opt Engine None
Drivetrain Front engine, FWD/AWD*
Transmission 7-sp twin-cl auto
Basic Warranty 4 yrs/60,000 miles



MINOR

Infiniti Q50

A tech-laden sedan that isn't as sporty as its forerunner.

BASE PRICE \$35,500-\$46,500* **BODY TYPE** Sedan

The Q50 is a rolling showcase of Infiniti's impressive technological efforts. The Q50 replaced the G37 sedan a couple years ago, but it didn't quite fill the hole left by its predecessor, which was handsome, edgy, and a clean-cut hooligan. Instead of being fun to drive, the Q50 is fun to play with, with lots of assistance to futz with and buttons to press. Option it right, and you can even do some hands-off-the-wheel driving.

EPA ECON CITY/HWY: 19-29/27-36 MPG **0-60 MPH:** 5.2-5.5 SEC*

Base Engine 2.0L/211-hp/236-lb-ft turbo I-4*
Opt Engine 3.7L/328-hp/269-lb-ft V-6; 3.5L V-6 + elec, 360 hp
Drivetrain Front engine, RWD/AWD
Transmission 7A
Basic Warranty 4 yrs/60,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 46%



ALL-NEW

Infiniti Q60 (2017)

A gorgeous coupe we can't wait to drive.

BASE PRICE \$43,000-\$63,000* **BODY TYPE** Coupe

We've been told that the replacement for the G37 coupe should show up next year. The G37 was always one of our favorites, with a strong engine, flat cornering, and a grown-up feel. We expect the new Q60 to be lighter than the car it replaces and come with a completely new twin-turbo engine. Power should be about the same, around 350 horsepower, but fuel efficiency will improve, and expect a high-horsepower version to follow.

EPA ECON CITY/HWY: 20/29 MPG* **0-60 MPH:** 4.8 SEC*

Base Engine 3.0L/350-hp/350-lb-ft twin-turbo V-6*
Opt Engine None
Drivetrain Front engine, RWD
Transmission 7A
Basic Warranty 4 yrs/60,000 miles



UNCHANGED

Infiniti Q70/L

A spacious sedan chock-full of leather and cool tech.

BASE PRICE \$51,000-\$66,000* **BODY TYPE** Sedan

Infiniti doesn't have a proper full-size sedan, but the long-wheelbase version of its midsize Q70L sort of occupies that space. Need more room for the back-seat passengers? It's the Infiniti for you. The extra 5.6 inches in the long-wheelbase model are well worth the cost. And the standard V-6 engine doesn't leave you wanting for more power. But if you're the sporting type, there's no replacement for displacement, so opt for the range-topping V-8.

EPA ECON CITY/HWY: 16-29/23-34 MPG* **0-60 MPH:** 4.6-5.5 SEC

Base Engine 3.7L/330-hp/270-lb-ft V-6
Opt Engine 3.5L V-6 + elec, 360 hp; 5.6L/416-420-hp/414-417-lb-ft V-8
Drivetrain Front engine, RWD/AWD
Transmission 7A
Basic Warranty 4 yrs/60,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 42%



MINOR

Jaguar F-Type/F-Type R

An all-aluminum Jaguar we can't stop staring at.

BASE PRICE \$65,995-\$107,445 **BODY TYPE** Coupe, convertible

This year the F-Type gets all-wheel drive and a manual transmission, though not together. Only rear-wheel-drive V-6 models can be equipped with the six-speed manual, and AWD is optional on V-6 models equipped with the eight-speed automatic. All-wheel drive is now standard on V-8 models, so more tail-out antics, we fear. The grip in the most powerful F-Type is sensational. The manual transmission isn't as awesome; the shift knob's positioning is a little awkward.

EPA ECON CITY/HWY: 15-19/23-28 MPG **0-60 MPH:** 3.6-5.0 SEC*

Base Engine 3.0L/340-hp/332-lb-ft s'chg'd V-6
Opt Engine 3.0L/380-hp/339-lb-ft s'chg'd V-6; 5.0L/550-hp/502-lb-ft s'chg'd V-8
Drivetrain Front engine, RWD/AWD
Transmission 6M; 8A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 41%

ALL-NEW

Jaguar XE (2017)

HYUNDAI | INFINITI | JAGUAR | KIA

A sport sedan that just might be the best car in its class.



EPA ECON CITY/HWY: 18-30/25-40 MPG* 0-60 MPH: 4.9-7.4 SEC*

BASE PRICE \$37,000-\$50,000* **BODY TYPE** Sedan

Jaguar is jumping into the ring with a pair of heavy hitters, the BMW 3 Series and the Mercedes-Benz C-Class, but the British automaker seems poised to throw some stiff punches: aluminum construction, a turbodiesel four-cylinder, a powerful supercharged V-6, and a sophisticated suspension setup. Rear- and all-wheel drive will be available, and despite electric power steering and high-tech driver assistance systems, the XE feels pretty old-school analog. This should be a good fight.

Base Engine

3.0L/340-hp/332-lb-ft s'chg'd V-6

Opt Engine

2.0L/180-hp/317-lb-ft t-diesel I-4;

2.0L/240-hp/258-lb-ft turbo I-4*

Drivetrain Front engine, RWD/AWD

Transmission 6M; 8A

Basic Warranty 4 yrs/50,000 miles



ALL-NEW

Jaguar XF

A well-known look on a completely redone luxury sedan.

BASE PRICE \$76,000-\$120,000* **BODY TYPE** Sedan

Don't be fooled. Even though the XF looks quite a bit like the old one, nearly 80 percent of it is all-new. An aluminum-intensive diet results in a 130-pound drop for rear-wheel-drive models and an astounding 270-pound drop for all-wheel-drive models. Legroom has increased thanks to a 2-inch stretch in the wheelbase, while a handsome 10.2-inch infotainment screen decorates the dashboard. Only V-6 engines are offered now that the supercharged V-8 has been phased out.

EPA ECON CITY/HWY: 17-18/27-28 MPG* 0-60 MPH: 4.8-5.3 SEC*

Base Engine

3.0L/340-hp/332-lb-ft s'chg'd V-6

Opt Engine 3.0L/380-hp/332-lb-ft

s'chg'd V-6

Drivetrain Front engine, RWD/AWD

Transmission 8A

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 38%



MINOR

Jaguar XJ/XJR

A Jag fit for the queen.

BASE PRICE \$76,000-\$120,000* **BODY TYPE** Sedan

Jaguar's biggest sedan is an experience: the smell of its rich leather, its athletic handling, and its feeling of craftsmanship instead of construction. It has the atmosphere of a classic luxury sedan with all of today's nicest amenities. The latest InControl Touch infotainment system makes its way to the XJ, promising a friendlier interface that offers a Wi-Fi hot spot. The standard supercharged V-6 is plenty for the big sedan, but the 470-hp V-8 in the XJ Supercharged is a lot of fun, too.

EPA ECON CITY/HWY: 15-18/23-27 MPG* 0-60 MPH: 3.7-6.1 SEC*

Base Engine

3.0L/340-hp/332-lb-ft s'chg'd V-6

Opt Engine 5.0L/470-550-hp/424-502-

lb-ft s'chg'd V-8

Drivetrain Front engine, RWD/AWD

Transmission 8A

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 37%



UNCHANGED

Kia Cadenza

An astonishingly comfortable and spacious sedan that happens to be a Kia.

BASE PRICE \$36,000* **BODY TYPE** Sedan

The Cadenza is creamy, quiet, and cossetting. It's almost creepy how much this big Korean sedan feels like the some of our favorite traditional American luxury sedans, which Kia clearly benchmarked. The Cadenza's list of standard features, which includes an interior decked out in soft Nappa leather and a huge panoramic sunroof, is insanely impressive. There's nothing exciting or sporty about the Cadenza, but that doesn't matter. It's still an excellent full-size sedan.

EPA ECON CITY/HWY: 19/28 MPG 0-60 MPH: 6.2 SEC

Base Engine 3.3L/293-hp/255-lb-ft V-6

Opt Engine None

Drivetrain Front engine, FWD

Transmission 6A

Basic Warranty 5 yrs/60,000 miles

IntelliChoice 5-Yr Retained Value 42%



UNCHANGED

Kia Forte/Forte5/Koup

A well-equipped compact that looks better than its drives.

BASE PRICE \$17,000-\$22,000* **BODY TYPE** Sedan, coupe, hatch

The compact Forte lineup ranges from a well-equipped sedan to an attractive hatchback to a sporty two-door Koup variant. Whichever body style you choose, you get a generous options list that includes a simple, easy-to-use infotainment system as well as one of the best warranties in the business. There's a lot of stiff competition in the compact segment, but if you choose the Forte, we suggest stepping up to the SX trim and sticking with the manual transmission.

EPA ECON CITY/HWY: 21-26/29-39 MPG 0-60 MPH: 6.7-9.2 SEC*

Base Engine 1.8L/145-hp/130-lb-ft I-4

Opt Engine 2.0L/173-hp/154-lb-ft I-4;

1.6L/201-hp/195-lb-ft turbo I-4

Drivetrain Front engine, FWD

Transmission 6M; 6A

Basic Warranty 5 yrs/60,000 miles

Safety NHTSA: 5 Stars

IntelliChoice 5-Yr Retained Value 46%



UNCHANGED

Kia K900

A \$56,000 Kia that's worth every penny.

BASE PRICE \$56,000* **BODY TYPE** Sedan

The Kia K900 is very clearly aimed at taking down the German establishment—the BMW 7 Series and Mercedes-Benz S-Class—as well as the cushy Lexus LS, and the full-size luxury shot-across-the-bow has been noticed. If you don't care what badge is on your hood and you want a full-size luxury sedan that prioritizes pampered motoring over high-performance hustling, you should consider the K900. A loaded model undercuts the base-level competition by thousands of dollars.

EPA ECON CITY/HWY: 15/23 MPG **0-60 MPH:** 5.5 SEC

Base Engine 5.0L/420-hp/376-lb-ft V-8
Opt Engine None
Drivetrain Front engine, RWD
Transmission 8A
Basic Warranty 5 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 39%



ALL-NEW

Kia Optima

An Optima that finally has the performance to match its sporty looks.

BASE PRICE \$23,000-\$37,000* **BODY TYPE** Sedan

The Optima used to look a lot sportier than it was, but Kia intends to deliver the sportiness the Optima's styling has long promised by seriously revising the sedan's suspension and stiffening its body structure. An all-new 1.6-liter turbo-four is paired to a seven-speed dual-clutch automatic transmission, and the powertrain is very lively and fun to wring out. Android Auto and Apple CarPlay will bolster an 8.0-inch infotainment system when they become available.

EPA ECON CITY/HWY: 21-28/31-38 MPG* **0-60 MPH:** 7.8-8.4 SEC*

Base Engine 2.4L/185-hp/178-lb-ft I-4
Opt Engine 1.6L/178-hp/195-lb-ft turbo I-4; 2.0L/247-hp/260-lb-ft turbo I-4
Drivetrain Front engine, FWD
Transmission 6A; 7-sp twin-cl auto
Basic Warranty 5 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 45%



MINOR

Kia Rio/Rio 5-Door

An attractive, reasonably priced compact with stiff competition.

BASE PRICE \$15,000-\$19,500* **BODY TYPE** Sedan, hatchback

Get the hatchback; it's versatile and looks a lot better than the sedan version of the Rio. The Kia Rio is nowhere near as fun to fling around as, say, a Ford Fiesta, but it is still one of the better driving compact vehicles on the market. The SX trim, the "enthusiast's trim," feels controlled and has a much better chassis than any compact Korean car of yore. Only the very base trim level is available with the manual transmission.

EPA ECON CITY/HWY: 27-28/37-38 MPG **0-60 MPH:** 7.9-8.9 SEC

Base Engine 1.6L/138-hp/123-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6M; 6A
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Yr Retained Value 46%



UNCHANGED

Kia Soul/Soul EV

A boxy hatchback with a bubbly personality.

BASE PRICE \$17,000-\$36,500* **BODY TYPE** Hatchback

The Soul is as funky as it is functional. The boxy ute is better than ever, now with a fun-to-drive, all-electric variant. The Soul's ride is composed and remains authoritative even over rough pavement, while the electrically assisted power steering feels responsive and solid. Revisions done to the current car make it a better all-around package. Do yourself a favor and step up to the bigger 2.0-liter inline-four. There's a lot more power and hardly any drop in fuel efficiency.

EPA ECON CITY/HWY: 24/30-31 MPG; 120/92 MPG-E **0-60 MPH:** 8.3-10.0 SEC*

Base Engine 1.6L/130-hp/118-lb-ft I-4
Opt Engine 2.0L/164-hp/151-lb-ft I-4; 109-hp/210-lb-ft electric
Drivetrain Front engine, FWD
Transmission 6M; 6A; 1A
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 48%



MAJOR

Lamborghini Aventador

A supercar that reminds us why we had Lamborghini posters on our bedroom walls.

BASE PRICE \$400,995-\$493,095 **BODY TYPE** Coupe, convertible

Try to not smile when you say "Lamborghini Aventador LP 750-4 Superveloce" aloud. Like Lambos of yesteryear, the Superveloce (SV) is the stuff of legends and bedroom posters. The SV takes the already excellent Aventador and drops weight, adds some suspension magic, including adaptive dampers, and makes the carbon-fiber supercar feel even more connected to the driver. It's edgy. It's brash. It has an old-school look with but a touch of new-age civility. It's awesome.

EPA ECON CITY/HWY: 10-11/17-18 MPG **0-60 MPH:** 2.8 SEC

Base Engine 6.5L/691-hp/509-lb-ft V-12
Opt Engine 6.5L/740-hp/509-lb-ft V-12*
Drivetrain Mid-engine, AWD
Transmission 7-sp auto-cl manual
Basic Warranty 3 yrs/unlimited miles



UNCHANGED

Lamborghini Huracán

A sexy Lambo you can comfortably drive to and from the racetrack.

BASE PRICE \$243,000* **BODY TYPE** Coupe

The Huracán is as capable as it is attractive. You can go full-tilt and feel like a hero because if (or more likely when) you drive beyond your abilities, the stability control snaps on to save you but lets the Lambo slide a little so that you still look cool. The Huracán is precise at the limit, and to our eyes, it's the most beautiful car Lamborghini has built since the Miura. It's serene when you're on a relaxed drive, but it becomes loud and boisterous with the flick of a shift paddle.

EPA ECON CITY/HWY: 14/20 MPG **0-60 MPH:** 2.8-3.0 SEC*

Base Engine 5.2L/602-hp/413-lb-ft V-10
Opt Engine None
Drivetrain Mid-engine, AWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 yrs/unlimited miles



UNCHANGED

Lexus CT

A hybrid hatchback with a pinch of luxury.

BASE PRICE \$33,500* **BODY TYPE** Hatchback

The CT is a fuel-efficient hybrid hatchback with a sleek European look and feel. It looks and feels a lot like a European hatch mostly because it was originally designed for the European market. If you don't particularly care about sporty driving, then the Prius-derived hybrid powertrain won't bother you. If you're high on style and want the practicality of a hatchback and the fuel efficiency of a hybrid, you should take a look at the CT.

EPA ECON CITY/HWY: 43/40 MPG **0-60 MPH:** 10.1 SEC

Base Engine 1.8L I-4 + elec, 134 hp
Opt Engine None
Drivetrain Front engine, FWD
Transmission CVT
Basic Warranty 4 yrs/50,000 miles
Safety IIHS: TSP+
IntelliChoice 5-Yr Retained Value 49%



MAJOR

Lexus ES

An entry-level luxury sedan that anyone can appreciate.

BASE PRICE \$39,000-\$42,000* **BODY TYPE** Sedan

The Lexus ES just makes sense. The exterior styling is clean and contemporary, and powertrain options are carefully matched to the character of this luxury sedan. The ES has an incredible 40 inches of rear legroom, which makes the entry-level luxury sedan roomier than the bigger Lexus LS. The ES is a surprisingly roomy, well-appointed sedan that doesn't raise your heart rate when you're going from A to B, and we're OK with that.

EPA ECON CITY/HWY: 21-40/31-39 MPG* **0-60 MPH:** 6.0-7.6 SEC

Base Engine 3.5L/268-hp/248-lb-ft V-6
Opt Engine 2.5L I-4 + elec, 200 hp
Drivetrain Front engine, FWD
Transmission 6A; CVT
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 49%



MAJOR

Lexus GS/GS F

A sport sedan that might make the Germans sweat.

BASE PRICE \$50,000-\$75,000* **BODY TYPE** Sedan

The GS finally gets the muscle to back up its sporty looks. The GS F takes a 5.0-liter V-8 that puts out 467 hp and pairs it with an eight-speed automatic transmission that drives the rear wheels through a torque-vectoring differential. The GS F sits above the GS 350, GS 450h, and new GS 200t, an entry-level model that has a turbo-four engine. The whole GS line gets new bumpers, grilles, LED headlights, and revised taillights.

EPA ECON CITY/HWY: 16-29/25-34 MPG* **0-60 MPH:** 4.3-6.0 SEC*

Base Engine 3.5L/306-hp/277-lb-ft V-6
Opt Engine 3.5L V-6 + elec, 338 hp;
 5.0L/467-hp/389-lb-ft V-8
Drivetrain Front engine, RWD/AWD
Transmission 6A; 8A; CVT
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 44%



MINOR

Lexus IS

A sport sedan with new names and new engines.

BASE PRICE \$37,500-\$45,000* **BODY TYPE** Sedan

A new model, the IS 200t, has a turbocharged inline-four engine paired with an eight-speed automatic transmission. The IS 300 has also been introduced. It has the same V-6 as the IS 350 but denotes the addition of all-wheel drive and a six-speed automatic transmission. Word is the IS 200t's engine, which Lexus plucked from the NX 200t small crossover, will be really responsive. We'll see. If true, we'll be excited to see an F Sport model.

EPA ECON CITY/HWY: 19-22/26-30 MPG* **0-60 MPH:** 5.3-7.0 SEC*

Base Engine 2.0L/235-hp/258-lb-ft turbo I-4*
Opt Engine 3.5L/306-hp/277-lb-ft V-6
Drivetrain Front engine, RWD/AWD
Transmission 6A; 8A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 53%



UNCHANGED

Lexus LS

A reminder of the traits that first made Lexus popular.

BASE PRICE \$74,000-\$121,500* **BODY TYPE** Sedan

The Lexus LS made a huge splash when it first debuted in the early '90s, and the full-size luxury sedan has kept its German competitors on their toes ever since. The LS still errs on the side of compliance and comfort instead of sport, though the F Sport model will hustle. Just don't expect it to be the Japanese version of the BMW M5. While still a viable choice, the LS has fallen behind its well-polished peers. It'll need a complete overhaul to be truly competitive.

EPA ECON CITY/HWY: 16-19/23-24 MPG **0-60 MPH:** 5.6-5.9 SEC

Base Engine 4.6L/360-386-hp/347-367-lb-ft V-8
Opt Engine 5.0L V-8 + elec, 438 hp
Drivetrain Front engine, RWD/AWD
Transmission 8A; CVT
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 44%



MINOR

Lexus RC/RC F

An edgy-looking sports coupe that feels bigger than it is.

BASE PRICE \$42,000-\$64,000* **BODY TYPE** Coupe

Just like the sedan it's based on, the IS, we expect the RC coupe will get a turbocharged 2.0-liter inline-four as standard for the base model. We're thinking it'll be a nicely balanced rear-wheel-drive coupe if it does. Those looking for serious performance need to skip directly to the RC F, the analog sports coupe with the high-revving V-8. Lexus made sure the RC F had an accessible demeanor, not a snap-neck attitude only a professional driver could handle.

EPA ECON CITY/HWY: 16-22/25-30 MPG* **0-60 MPH:** 4.3-6.2 SEC*

Base Engine 2.0L/235-hp/258-lb-ft turbo I-4*
Opt Engine 3.5L/306-hp/277-lb-ft V-6;
 5.0L/467-hp/389-lb-ft V-8
Drivetrain Front engine, RWD/AWD
Transmission 8A
Basic Warranty 4 yrs/50,000 miles
Safety IIHS: TSP+
IntelliChoice 5-Yr Retained Value 51%



UNCHANGED

Lincoln MKS

A sedan Lincoln wants you to soon forget existed.

BASE PRICE \$40,000-\$46,500* **BODY TYPE** Sedan

Looks like the days are numbered for Lincoln's largest sedan as the swanky Continental concept continues to make its rounds. For now, the MKS is sticking around. Think of it as a much nicer version of the Ford Taurus. The turbocharged EcoBoost engine is a must, with hardly any turbo lag and a little bit of the intake growl piped into the cabin. We won't write the MKS off as it's fun to drive, but its uninspiring styling and Taurus roots keep us from loving it.

EPA ECON CITY/HWY: 17-19/25-28 MPG **0-60 MPH:** 5.2-7.0 SEC

Base Engine 3.7L/304-hp/279-lb-ft V-6
Opt Engine 3.5L/365-hp/350-lb-ft twin-turbo V-6
Drivetrain Front engine, FWD/AWD
Transmission 6A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 37%



UNCHANGED

Lincoln MKZ

A stylish sedan that feels far more special than the Ford it's based on.

BASE PRICE \$36,085-\$37,975 **BODY TYPE** Sedan

The MKZ feels special and creates a sense of occasion when you drive it, which is often absent in modern luxury cars. The huge, power-sliding panoramic roof is one of our favorite features ever, and there are excellent color combinations available for the interior. Although a V-6 engine is available, it's not better than the excellent turbocharged inline-four engine. If fuel economy is your primary concern, check out the hybrid model.

EPA ECON CITY/HWY: 17-41/24-39 MPG **0-60 MPH:** 6.5-8.8 SEC

Base Engine 2.0L/240-hp/270-lb-ft turbo I-4
Opt Engine 2.0L I-4 + elec, 188 hp;
3.7L/300-hp/277-lb-ft V-6
Drivetrain Front engine, FWD/AWD
Transmission 6A; CVT
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 35%



MINOR

Maserati Ghibli

A sport sedan that takes Maserati into an all-new segment.

BASE PRICE \$71,000-\$80,000* **BODY TYPE** Sedan

The Ghibli is a luxury sport sedan for driving enthusiasts. The exhaust note is magical, and the handling is telepathic, thanks to hydraulically assisted steering and a well-tuned suspension setup. A 50/50-split weight distribution means the Ghibli is balanced, and its responsive twin-turbo V-6 engine pulls so hard it's easy to forgive the lack of a V-8 option. We suggest sticking with the rear-wheel-drive Ghibli, though an all-wheel-drive system is available.

EPA ECON CITY/HWY: 16-17/24 MPG **0-60 MPH:** 4.6-5.5 SEC*

Base Engine 3.0L/345-hp/369-lb-ft twin-turbo V-6
Opt Engine 3.0L/404-hp/406-lb-ft twin-turbo V-6
Drivetrain Front engine, RWD/AWD
Transmission 8A
Basic Warranty 4 yrs/50,000 miles



UNCHANGED

Maserati GranTurismo/Convertible

A grand tourer for those who think Ferraris aren't eccentric enough.

BASE PRICE \$137,000-\$165,000* **BODY TYPE** Coupe, convertible

The GranTurismo is a sultry and powerful grand tourer with the benefit of having room for adults in its rear seats, a rarity. The sound from its V-8 engine is Italian music, a delicious burble that plucks at the heartstrings of any enthusiast. The big coupe from Maserati doesn't pretend to be a sports car and instead focuses on comfort. The car's infotainment system is basic but works just fine. We prefer the convertible, which loses none of the character—just its roof.

EPA ECON CITY/HWY: 13/20-21 MPG **0-60 MPH:** 4.3-5.1 SEC*

Base Engine 4.7L/444-454-hp/376-384-lb-ft V-8
Opt Engine None
Drivetrain Front engine, RWD
Transmission 6A
Basic Warranty 4 yrs/50,000 miles



UNCHANGED

Maserati Quattroporte

A family-size sedan with Ferrari performance.

BASE PRICE \$105,000-\$145,000* **BODY TYPE** Sedan

The sweet spot in Maserati's Quattroporte lineup is the S Q4, which combines the twin-turbo V-6 with all-wheel drive. The balance of the S Q4 is impeccable, and it's still tons of fun with traction-enhancing all-wheel drive. The steering on the rear-wheel-drive model feels more direct and connected, and its twin-turbo V-8 makes all the right sounds and pushes you back in your seat when you step on the accelerator, but there's a significant price hike over the V-6 model.

EPA ECON CITY/HWY: 15-16/22-23 MPG **0-60 MPH:** 4.5-4.7 SEC*

Base Engine 3.0L/404-hp/406-lb-ft twin-turbo V-6
Opt Engine 3.8L/523-hp/524-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD
Transmission 8A
Basic Warranty 4 yrs/50,000 miles



UNCHANGED

Mazda3

A compact car that can, amazingly, coax you to have fun.

BASE PRICE \$18,000-\$27,000* **BODY TYPE** Sedan, hatchback

The Mazda3 is one of the worst kept secrets around. It is far and away the best driver's car in the compact segment, a traditionally yawn-inducing group. On top of engaging driving dynamics, the Mazda3 looks great, both in sedan and hatchback form, and delivers respectable fuel economy that's on par with a CVT-equipped Honda Civic. Its interior is a bit bland and there's a buggy infotainment system, but the Mazda3 is overall a great package.

EPA ECON CITY/HWY: 25-30/35-41 MPG **0-60 MPH:** 7.3-8.2 SEC

Base Engine 2.0L/155-hp/150-lb-ft I-4
Opt Engine 2.5L/184-hp/185-lb-ft I-4
Drivetrain Front engine, FWD
Transmission 6M; 6A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 49%

ALL-NEW

Mazda MX-5 Miata

A wonderful re-creation of our favorite roadster.



EPA ECON CITY/HWY: 27/34-36 MPG 0-60 MPH: 5.8 SEC

BASE PRICE \$25,735-\$31,185 **BODY TYPE** Convertible

Our favorite roadster is staying true to its roots. It's smaller and lighter than its predecessor, and there's no massive surge in engine output—perfect. The old adage still rings true: It's more fun to drive a slower car quickly than to drive a quicker car slowly. Fuel economy is improved, the six-speed manual transmission feels better than ever, and the manually operated soft top goes up or down in seconds. We still love the Mazda MX-5 Miata.

Base Engine

2.0L/155-hp/148-lb-ft I-4

Opt Engine None

Drivetrain Front engine, RWD

Transmission 6M; 6A

Basic Warranty 3 yrs/36,000 miles

IntelliChoice 5-Yr Retained Value 49%



Mazda6

A midsize sedan built for drivers.

BASE PRICE \$22,315-\$31,015 **BODY TYPE** Sedan

The Mazda6 is our favorite midsize sedan because it isn't a carbon copy of the Toyota Camry. The refreshing (and refreshed) Mazda6 looks absolutely stellar, and it has accurate steering, a firm chassis, and an available six-speed manual transmission. The car is a lot of fun to drive, even when equipped with the six-speed automatic transmission, and the redesigned interior has an improved 70-inch infotainment screen and handsome two-tone leather combinations.

MAJOR

EPA ECON CITY/HWY: 25-28/37-40 MPG 0-60 MPH: 7.3-8.0 SEC

Base Engine

2.5L/184-hp/185-lb-ft I-4

Opt Engine None

Drivetrain Front engine, FWD

Transmission 6M; 6A

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 5 Stars; IIHS: TSP+

IntelliChoice 5-Yr Retained Value 48%



McLaren 570S

A more accessible but no less impressive McLaren.

BASE PRICE \$188,000* **BODY TYPE** Coupe

The 570S is an accessible take on the 650S, which starts about \$100,000 more than its little brother. Cost is kept down by doing away with some active aerodynamics and the electronically adjustable suspension. A modified carbon-fiber driver cell is more spacious, and the interior has better ergonomics, making the 570S more of a daily driver's car than just a driver's car. A daily driver's car that can go from zero to 124 mph in 9.5 seconds, of course.

ALL-NEW

EPA ECON CITY/HWY: 16/22 MPG* 0-60 MPH: 3.1 SEC*

Base Engine

3.8L/562-hp/443-lb-ft twin-turbo V-8

Opt Engine None

Drivetrain Mid-engine, RWD

Transmission 7-sp twin-cl auto

Basic Warranty 3 yrs/unlimited miles



McLaren 650S/675LT

An engineering feat we can't get enough of.

BASE PRICE \$288,000-\$353,200* **BODY TYPE** Coupe, convertible

The tech-laden McLaren 650S has active aerodynamics and trick electronically adjustable suspension that work to make the supercar not only comfortable on the road but also unbelievably capable at the track. Compared to the 650S, the new track-focused 675LT has 25 more hp, weighs 220 pounds less, and produces 40 percent more downforce. Buy the 650S if you want a well-rounded supercar you can take on the highway. If the track is your second home, go for the 675LT.

MAJOR

EPA ECON CITY/HWY: 16/22 MPG 0-60 MPH: 2.8-3.0 SEC

Base Engine

3.8L/641-hp/500-lb-ft twin-turbo V-8

Opt Engine 3.8L/666-hp/516-lb-ft twin-turbo V-8

Drivetrain Mid-engine, RWD

Transmission 7-sp twin-cl auto

Basic Warranty 3 yrs/unlimited miles



Mercedes-AMG GT/GT S

A smaller, more affordable replacement for the SLS.

BASE PRICE \$130,825 **BODY TYPE** Coupe

The Mercedes-AMG GT S's sound turns heads. Its thrust could be considered indecent behavior, and hard cornering induces a healthy bit of tire squeal. Yet inside the AMG GT S is done up in plush, soft leathers. The two-door splits the difference between all-out sports car and high-speed grand tourer, and it is an absolute blast to drive on both tight and twisty roads and wide and smooth highways. We expect to see a convertible version in the not-too-distant future.

ALL-NEW

EPA ECON CITY/HWY: 16/22 MPG* 0-60 MPH: 3.5-3.7 SEC*

Base Engine 4.0L/456-hp/443-lb-ft twin-turbo V-8

Opt Engine 4.0L/503-hp/479-lb-ft twin-turbo V-8

Drivetrain Front engine, RWD

Transmission 7-sp twin-cl auto

Basic Warranty 4 yrs/50,000 miles



MINOR

Mercedes-Benz B-Class Electric Drive

BASE PRICE \$42,500* **BODY TYPE** Hatchback

The B-Class Electric Drive is a thoughtfully engineered EV from Mercedes-Benz that competes with the trendy BMW i3. It has some seriously cool tech features, such as radar-based regenerative braking that senses slowing traffic, slows the car, and captures energy being produced by the brakes. With about 85 miles of range, the B-Class won't work for those with longer commutes, though it only takes two hours to add about 60 miles of range to the battery packs at a public charger.

EPA ECON CITY/HWY: 85/82 MPG-E **0-60 MPH:** 6.5 SEC

A spacious electric vehicle that could benefit from a bit more style.

Base Engine 177-hp/251-lb-ft electric*
Opt Engine None
Drivetrain Front motor, FWD
Transmission 1A
Basic Warranty 4 yrs/50,000 miles



MAJOR

Mercedes-Benz C-Class/C350 Plug-In/C63 S

A luxury sedan we prefer over the BMW 3 Series.

BASE PRICE \$39,500*-\$73,625 **BODY TYPE** Sedan

The C-Class leads the compact luxury sedan segment, and the C350e, a plug-in hybrid variant, is a solid addition to an already impressive lineup. It has many of the features found on the S-Class for a fraction of the price, though its wooden brake pedal and extra weight sap driving pleasure. Look for the three magic letters—AMG—if you want a wild ride, as the new C63 and C63 S deliver a brutal staccato along with their world-class handling and top-notch interiors.

EPA ECON CITY/HWY: 18-27/25-38 MPG* **0-60 MPH:** 4.0-7.5 SEC*

Base Engine 2.0L/241-hp/273-lb-ft turbo I-4
Opt Engine 2.1L/195-hp/369-lb-ft t-diesel I-4*; 3.0L/362-hp/384-lb-ft twin-turbo V-6; 2.0L turbo I-4 + elec, 275 hp; 4.0L 469-503-hp/479-516-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD
Transmission 7A; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 48%



MINOR

Mercedes-Benz CLA-Class/CLA45 AMG

An inexpensive but fashionable way into a new Mercedes-Benz.

BASE PRICE \$32,500-\$50,000* **BODY TYPE** Sedan

The CLA-Class is the new entry-level Mercedes-Benz. Though the CLA250 is a reasonably nice stepping stone into the Mercedes club, it's the CLA45 AMG that will make you feel alive. The littlest AMG is brash and has a unique look to match the boisterous performance. The exhaust note talks a big game that the 375-hp turbocharged engine paired with a seven-speed dual-clutch automatic transmission backs up. Forget creams: Hopping in the CLA45 makes you feel 10 years younger.

EPA ECON CITY/HWY: 23-26/31-38 MPG **0-60 MPH:** 4.1-6.3 SEC

Base Engine 2.0L/208-hp/258-lb-ft turbo I-4
Opt Engine 2.0L/375-hp/350-lb-ft turbo I-4
Drivetrain Front engine, FWD/AWD
Transmission 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 52%



MINOR

Mercedes-Benz CLS-Class/CLS63 AMG S

A four-door coupe that spawned a whole new class of cars.

BASE PRICE \$67,825-\$108,725 **BODY TYPE** Sedan

Mercedes-Benz made "four-door coupes" popular with this, the CLS-Class. A new CLS-Class will come around in the next few years, but this one still looks fresh. With three available engines, there's lots of diversity in the CLS lineup, and no model leaves you wanting for more. The twin-turbo V-6 is adequate, and the twin-turbo V-8 is lusty with lots of torque. The CLS63 AMG is everything we've come to expect from AMG, blending desirability and style with knife-edged aggression.

EPA ECON CITY/HWY: 16-20/22-30 MPG **0-60 MPH:** 3.4-5.4 SEC*

Base Engine 3.0L/329-hp/354-lb-ft twin-turbo V-6
Opt Engine 4.7L/402-hp/443-lb-ft twin-turbo V-8; 5.5L/577-hp/590-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD
Transmission 7A; 9A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 40%



UNCHANGED

Mercedes-Benz E-Class Coupe/Cabriolet

An E-Class with two doors looks pretty darn good.

BASE PRICE \$55,125-\$69,625 **BODY TYPE** Coupe, convertible

Both the E-Class Coupe and Cabriolet are perfect boulevard cruisers. They drive well and look great. The V-6 engine in the E400 has a lot of personality, and the torque from the twin-turbo V-8 engine is addictive. AMG hasn't gotten its hands on the two-door E-Class yet, so unfortunately there's no high-horsepower variant. The chic convertible is our pick. Not only is it comfortable, but it also has an intangible air of occasion about it.

EPA ECON CITY/HWY: 17-20/26-29 MPG **0-60 MPH:** 4.4-6.5 SEC*

Base Engine 3.0L/329-hp/354-lb-ft twin-turbo V-6
Opt Engine 4.7L/402-hp/443-lb-ft twin-turbo V-8; 5.5L/577-hp/590-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD
Transmission 7A; 9A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 40%



UNCHANGED

Mercedes-Benz E-Class Sedan/Wagon

An E-Class with four doors is best when it's a wagon.

BASE PRICE \$53,575-\$105,225 **BODY TYPE** Sedan, wagon

The E-Class is an excellently finished sedan or wagon with trims ranging from adequate to absurd, from fuel-efficient and comfortable highway cruisers to absolute back-road terrors. The diesel and hybrid are great at taking it slow, but we suggest going for the full-tilt AMG model. Not just any AMG model, though. You can put in a special order with Mercedes-Benz to get an AMG version of the E-Class wagon, which is one of our favorite cars.

EPA ECON CITY/HWY: 15-28/21-42 MPG **0-60 MPH:** 3.4-7.5 SEC

Base Engine 2.1L/195-hp/369-lb-ft t-diesel I-4
Opt Engine 3.5L/302-hp/273-lb-ft V-6; 3.5L V-6 + elec, 329 hp; 3.0L/329-hp/354-lb-ft twin-turbo V-6; 5.5L/577-hp/590-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD
Transmission 7A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 4 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 41%



MAJOR

Mercedes-Benz S-Class Sedan/Coupe

A remarkably advanced and well-polished flagship.

BASE PRICE \$96,575-\$234,975 **BODY TYPE** Sedan, coupe

The S-Class sedan and coupe are two elegant takes on full-size luxury. Both body styles are stunning to look at and showcase the best technologies Mercedes-Benz has to offer, including night vision and semi-autonomous driving features. This year the Mercedes-Maybach S600 joins the fray, along with a plug-in hybrid S550e, widening the reach of the Mercedes flagship. The additions should help the S-Class remain at the top of its segment when the new BMW 7 Series debuts.

EPA ECON CITY/HWY: 13-17/20-26 MPG 0-60 MPH: 3.7-5.1 SEC*

Base Engine

4.7L/449-hp/516-lb-ft twin-turbo V-8
Opt Engine 5.5L/577-hp/664-lb-ft twin-turbo V-8; 3.0L twin-turbo V-6 + elec, 436 hp; 6.0L/523-hp/612-lb-ft twin-turbo V-12; 6.0L/621-hp/738-lb-ft twin-turbo V-12

Drivetrain Front engine, RWD/AWD

Transmission 7A

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 38%



UNCHANGED

Mercedes-Benz SL-Class/SL65

A big convertible that's big on luxury.

BASE PRICE \$85,975-\$218,475 **BODY TYPE** Convertible

The SL-Class is Mercedes-Benz's most luxurious convertible. So let it be luxurious and try your best not to hop it up. Avoid the two AMG models, the SL63 and SL65; the all-new Mercedes-AMG GT exists so buyers can get a legitimate track-ready two-seater. (A convertible is on the way, too.) Pass on the optional carbon-ceramic brakes and the AMG performance package because they add cost and compromise. Simply enjoy the sound, the luxury, and the way the SL-Class cossets you.

EPA ECON CITY/HWY: 14-20/21-27 MPG 0-60 MPH: 3.5-5.0 SEC*

Base Engine

3.0L/329-hp/354-lb-ft twin-turbo V-6
Opt Engine 4.7L/449-hp/516-lb-ft twin-turbo V-8; 5.5L/530-577-hp/590-664-lb-ft twin-turbo V-8; 6.0L/621-hp/738-lb-ft twin-turbo V-12

Drivetrain Front engine, RWD

Transmission 7A

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 41%



MINOR

Mercedes-Benz SLK-Class/SLK55

A solid convertible that doesn't feel as special as it should.

BASE PRICE \$47,925-\$73,525 **BODY TYPE** Convertible

The smallest Mercedes-Benz drop-top says goodbye to its manual transmission this year. Not a huge loss; it accounted for very few sales. We're excited to see a more powerful turbocharged inline-four become the standard base engine, which should have enough power to satisfy most buyers. Power-hungry people should step up to the SLK55, which has one of the last non-turbo AMG engines. It revs freely and makes all the right noises while being reasonably frugal.

EPA ECON CITY/HWY: 19-23/28-34 MPG* 0-60 MPH: 4.2-6.0 SEC*

Base Engine

2.0L/241-hp/273-lb-ft turbo I-4*

Opt Engine 3.5L/302-hp/273-lb-ft V-6; 5.5L/415-hp/398-lb-ft V-8

Drivetrain Front engine, RWD

Transmission 7A; 9A

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 43%



ALL-NEW

Mini Clubman

A Mini that makes sense for families.

BASE PRICE \$26,000-\$30,500* **BODY TYPE** Hatchback

The Clubman is back, and it's not only bigger but better, too. The rear doors retain their "barn door" split configuration, but the passenger doors are now full-size doors instead of the half-doors of the previous generation. Two fuel-efficient, turbocharged engines are offered in the Clubman, and even more cutting-edge technology will be available. If the tweener four-door is as fun to drive as we remember it being, then the all-new Clubman has a lot of promise.

EPA ECON CITY/HWY: 22-28/30-39 MPG* 0-60 MPH: 6.9-8.9 SEC*

Base Engine

1.5L/134-hp/162-lb-ft turbo I-3

Opt Engine

2.0L/189-hp/207-lb-ft turbo I-4

Drivetrain Front engine, FWD

Transmission 6M; 6A; 8A

Basic Warranty 4 yrs/50,000 miles



UNCHANGED

Mini Hardtop/4-Door

A cheeky re-creation of Britain's sweetheart.

BASE PRICE \$23,000-\$32,000* **BODY TYPE** Hatchback

The Hardtop Mini Cooper is the quintessential Mini, and the automaker knew from the get-go that the latest Hardtop would get the John Cooper Works (JCW) treatment. The JCW edition has always been the most potent version of a Mini, and the 2016 model is no exception: 228 hp, adaptive suspension dampers, and Brembo front brakes are all part of the package. But the price for improved performance is steep; the JCW costs nearly 10 grand more than the Ford Fiesta ST.

EPA ECON CITY/HWY: 23-29/31-40 MPG* 0-60 MPH: 5.9-7.4 SEC*

Base Engine

1.5L/134-hp/162-lb-ft turbo I-3

Opt Engine 2.0L/189-228-hp/207-236-lb-ft turbo I-4;

Drivetrain Front engine, FWD

Transmission 6M; 6A

Basic Warranty 4 yrs/50,000 miles

Safety NHTSA: 4 stars

IntelliChoice 5-Yr Retained Value 51%



MINOR

Mitsubishi i-MiEV

A cheap but miserable EV.

BASE PRICE \$23,845 **BODY TYPE** Hatchback

The i-MiEV is the cheapest EV sold in the U.S. The Mitsubishi looks like a half-baked concept car and drives like a golf cart, albeit the greatest golf cart ever built. 2016 adds the option of navigation and Bluetooth connectivity. With the i-MiEV's 62 miles of range and its styling of an egg on wheels, we suggest the much better Nissan Leaf, which costs about \$7,000 more but offers about 20 miles of added range.

EPA ECON CITY/HWY: 126/99 MPG-E 0-60 MPH: 13.4 SEC

Base Motor 66-hp/145-lb-ft electric

Opt Motor None

Drivetrain Rear-motor, RWD

Transmission 1A

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 4 Stars



MINOR

Mitsubishi Lancer/Ralliart

A lackluster sedan that just lost the only thing it had going for it.

BASE PRICE \$18,500-\$30,000* **BODY TYPE** Sedan

The sun is setting on the Lancer Evolution, and Mitsubishi will celebrate the street-legal rally racer's heritage with a Final Edition model. Essentially an Evo MR with a manual transmission, the Final Edition should sport a giant rear wing, Bilstein suspension dampers, and lightweight BBS wheels. We expect engine output to exceed 300 hp. Just 1,600 will make it to our shores. Contrary to popular belief, Mitsubishi will still produce a Lancer, just not the high-performance Evo.

EPA ECON CITY/HWY: 18-26/25-34 MPG **0-60 MPH:** 5.5-8.3 SEC

Base Engine 2.0L/148-hp/145-lb-ft I-4*
Opt Engine 2.4L/168-hp/167-lb-ft I-4;
2.0L/237-hp/253-lb-ft turbo I-4*
Drivetrain Front engine, FWD/AWD
Transmission 5M; CVT; 6-sp twin-cl auto
Basic Warranty
3-5 yrs/36,000-60,000 miles
Safety NHTSA: 4 Stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 47%



MINOR

Mitsubishi Mirage

A great example of what Mitsubishi is doing wrong.

BASE PRICE \$14,000* **BODY TYPE** Sedan, hatchback

The Mirage is miserable. It looks bad, its three-cylinder is coarse, and it drives like it's built out of twigs and papier-mâché. Only those looking to spend less than \$15,000 on a brand-new car should even consider looking at the Mirage, but don't think you'll get much for your money. Though the little Mitsubishi can be optioned up with Bluetooth connectivity, a navigation system, backup camera, and a continuously variable transmission, the price goes up to nearly \$17,000.

EPA ECON CITY/HWY: 34-37/42-44 MPG **0-60 MPH:** 11.0-12.0 SEC*

Base Engine 1.2L/74-hp/74-lb-ft I-3
Opt Engine None
Drivetrain Front engine, FWD
Transmission 5M; CVT
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Yr Retained Value 45%



MINOR

Nissan 370Z/370Z NISMO

An aging sports car that can still make us smile.

BASE PRICE \$30,815-\$48,925 **BODY TYPE** Coupe, convertible

If you like the Scion FR-S/Subaru BRZ twins but feel like they don't have enough power, the aging 370Z might be for you. It's old, yes, but still powerful, with a proven V-6 that packs a punch. Despite the years on the 370Z's platform, the portly coupe can still hang at open track days. The pricey NISMO model has a tempting spread of performance features, but we say go for the Sport model, which gets its fair share performance upgrades at a reasonable price.

EPA ECON CITY/HWY: 17-19/24-26 MPG **0-60 MPH:** 4.9 SEC

Base Engine 3.7L/332-hp/270-lb-ft V-6
Opt Engine 3.7L/350-hp/276-lb-ft V-6
Drivetrain Front engine, RWD
Transmission 6M; 7A
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 48%



MAJOR

Nissan Altima

A simple, straightforward family sedan with no sex appeal.

BASE PRICE \$23,500-\$33,500* **BODY TYPE** Sedan

This year will bring a round of changes to Nissan's popular Altima. We expect most of the reworking will center on the Altima's appearance, both inside and out. The sedan will get a new, more aggressive front grille like the ones on the Maxima and Murano. The Altima is a comfortable and well-rounded sedan that is nicely appointed and great to commute in. It's a fantastic cookie-cutter family four-door, even if it's far from the most exciting car in this segment.

EPA ECON CITY/HWY: 22-27/32-38 MPG* **0-60 MPH:** 5.8-7.7 SEC

Base Engine 2.5L/179-182-hp/177-180-lb-ft I-4*
Opt Engine 3.5L/270-hp/251-lb-ft V-6*
Drivetrain Front engine, FWD
Transmission CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 46%



MINOR

Nissan GT-R/GT-R NISMO

A track-day terror that is old but not irrelevant.

BASE PRICE \$103,365-\$151,585 **BODY TYPE** Coupe

The GT-R is getting old but still has performance that impresses. Activate launch control and in less than 3 seconds, you rocket past 60 mph. This year a 45th Anniversary Gold Edition comes to America wearing Silica Brass paint, a gold VIN plate, and a commemorative plaque. The current GT-R is quieter and more refined than before, and the GT-R NISMO, now in its second year, is the ultimate version of Godzilla to date.

EPA ECON CITY/HWY: 16/22 MPG **0-60 MPH:** 2.7-2.9 SEC

Base Engine 3.8L/545-hp/463-lb-ft twin-turbo V-6
Opt Engine 3.8L/600-hp/481-lb-ft twin-turbo V-6
Drivetrain Front engine, AWD
Transmission 6-sp twin-cl auto
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 51%



UNCHANGED

Nissan Leaf

An EV that everyone used to want.

BASE PRICE \$30,000-\$36,000* **BODY TYPE** Hatchback

The Nissan Leaf is the most popular electric vehicle in the U.S. It drives well; it doesn't feel much different from any of Nissan's other hatchbacks really. The instant torque of the electric motor, however, means it's far more responsive than, say, a CVT-equipped Versa Note. All-electric versions of compact hatches, such as the Chevy Spark EV and Ford Focus Electric, are really good and are better looking than the Nissan, so the next Leaf needs to get here soon.

EPA ECON CITY/HWY: 126/101 MPG-E **0-60 MPH:** 9.6 SEC

Base Motor 107-hp/187-lb-ft electric
Opt Motor None
Drivetrain Front motor, FWD
Transmission 1A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 28%

ALL-NEW Nissan Maxima

A "four-door sports car" that looks sportier than it is.

MITSUBISHI | NISSAN | PORSCHE



Base Engine 3.5L/300-hp/261-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD
Transmission CVT
Basic Warranty 3 yrs/36,000 miles



EPA ECON CITY/HWY: 22/30 MPG **0-60 MPH:** 5.7 SEC*

BASE PRICE \$33,235-\$40,685 **BODY TYPE** Sedan

There's no mistaking the all-new Maxima for anything but a Maxima. (Trust us, it looks much better in person than in pictures.) The fully retooled "four-door sports car" is quiet and luxurious inside, where there's a handsome flat-bottom steering wheel. Its 80-pound weight loss and revised V-6 putting out 300 hp are great, but push this Maxima hard and it huffs and puffs and reminds us that it's still just a big front-wheel-drive sedan. Buy one for its luxury.



MAJOR

Nissan Sentra

A conveyance without any real character.

BASE PRICE \$17,500-\$21,500* **BODY TYPE** Sedan

A significantly refreshed Sentra will be introduced this year, with changes focused mostly on looks and technology. Adding more technology could make the Sentra an IIHS Top Safety Pick Plus, no doubt swaying more shoppers to take a look at this seriously vanilla sedan. If you're an enthusiast, move along. If you want simple, inoffensive transportation, the Sentra will suffice. If a NISMO edition ever comes around, we might just change our tune.

EPA ECON CITY/HWY: 27-30/36-40 MPG **0-60 MPH:** 9.6 SEC

Base Engine 1.8L/130-hp/128-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6M; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 51%



UNCHANGED

Nissan Versa/Versa Note

A cool compact that's perfect for those on a budget.

BASE PRICE \$13,000-\$19,500* **BODY TYPE** Sedan, hatchback

A low starting price and friendly demeanor set the Nissan Versa sedan and Versa Note hatchback apart from the competition. The sedan's cabin is spacious, and there's plenty of rear legroom. The Versa Note is even roomier and, dare we say, sort of stylish. The Note SR is especially good-looking, complete with a package of tasteful accent pieces. The low starting cost is apparent once you're inside the car, though, as many of the surfaces are made from crude, hard plastic.

EPA ECON CITY/HWY: 26-31/35-40 MPG **0-60 MPH:** 9.0-10.4 SEC*

Base Engine 1.6L/109-hp/107-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 5M; 4A; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 54%



MINOR

Porsche 911/Turbo S

An icon that meets the needs of every enthusiast.

BASE PRICE \$85,295-\$195,595 **BODY TYPE** Coupe, convertible

There's a flavor of the iconic 911 for everyone. A newly introduced GT3 RS reigns supreme, but since the entire run of GT3 RS models (as well as the 911 GT3 it's based on) is sold out, we say drive one if you can and then keep an eye on Craigslist. The GTS model has the most performance you can get without the help of forced induction, and the Turbo S model is the horsepower king. We love manual transmissions, but Porsche's PDK automatic transmission is really, really good.

EPA ECON CITY/HWY: 14-20/20-28 MPG **0-60 MPH:** 2.6-4.5 SEC*

Base Engine 3.4L/350-hp/287-lb-ft flat-6
Opt Engine 3.8L/400-475-hp/324-325-lb-ft flat-6; 3.8L/520-560-hp/487-516-lb-ft twin-turbo flat-6; 4.0L/500-hp/338-lb-ft flat-6
Drivetrain Rear engine, RWD/AWD
Transmission 7M; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 51%



MINOR

Porsche Boxster/Spyder

A beautiful roadster with unreal performance.

BASE PRICE \$53,095-\$83,095 **BODY TYPE** Convertible

Porsche saved the best for last. Because a successor with a turbocharged flat-four is ready to replace the current-gen Boxster, Porsche is giving its popular roadster a proper send-off. The Spyder, a follow-up to the bare-bones Boxster Spyder from 2009, is the most impressive Boxster to date: 375 hp, suspension from the Boxster GTS, brakes from a 911 Carrera S, no standard air-conditioning, and no standard radio. It's the ultimate expression of a no-frills, topless Porsche.

EPA ECON CITY/HWY: 18-22/24-32 MPG **0-60 MPH:** 3.8-5.6 SEC*

Base Engine 2.7L/265-hp/207-lb-ft flat-6
Opt Engine 3.4L/315-330-hp/266-273-lb-ft flat-6; 3.8L/375-hp/309-lb-ft flat-6
Drivetrain Mid-engine, RWD
Transmission 6M; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 49%



Porsche Cayman/GT4

An unadulterated expression of everything we love about Porsche.

BASE PRICE \$53,595-\$85,595 **BODY TYPE** Coupe

Porsche said it wouldn't build a Cayman that could outperform its beloved 911, but it has done just that with the Cayman GT4. The suspension setup in the GT4 is pretty much the same as the 911 GT3, and a big fixed wing helps increase downforce. The options list includes carbon-ceramic brakes, a Sport Chrono package that can link to your smartphone, and comfortable carbon-fiber sport seats. And the best part? It's available only with a six-speed manual transmission.

Base Engine 2.7L/275-hp/213-lb-ft flat-6
Opt Engine 3.4L/325-340-hp/272-280-lb-ft flat-6;
 3.8L/385-hp/309-lb-ft flat-6
Drivetrain Mid-engine, RWD
Transmission 6M; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 50%

MINOR

EPA ECON CITY/HWY: 18-22/23-32 MPG **0-60 MPH:** 3.8-5.6 SEC*



Porsche Panamera/S E-Hybrid/Turbo S

A Porsche sedan that's best kept simple.

BASE PRICE \$79,095-\$201,495 **BODY TYPE** Hatchback

Deep down everyone buys a Porsche because the person wants a car that drives well. Something fun, something fast. The Panamera Turbo and Turbo S sure fit the bill, and the GTS model has a lovely naturally aspirated V-8. Pair that with the optional dual-mode sports exhaust, and the Panamera GTS can go from comfortable and quiet to loud and brash with the push of a button. Avoid the plug-in hybrid, which has a clunky powertrain and overly sensitive brakes.

Base Engine 3.6L/310-hp/295-lb-ft V-6
Opt Engine 3.0L s'chg'd V-6 + elec, 416 hp;
 3.0L/420-hp/384-lb-ft twin-turbo V-6;
 4.8L/420-440-hp/384-lb-ft V-8; 4.8L/
 520-570-hp/516-590-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD
Transmission 7-sp twin-cl auto; 8A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 46%

UNCHANGED

EPA ECON CITY/HWY: 15-18/24-28 MPG*, 50 MPG-E COMB **0-60 MPH:** 3.5-5.2 SEC



Rolls-Royce Dawn/Wraith

A pair of über-stylish Rollers.

BASE PRICE \$308,550-\$340,000* **BODY TYPE** Coupe, convertible

Alongside the Wraith is a new convertible, the Dawn, which shares the coupe's twin-turbo V-12 and basic chassis. Rolls-Royce's other convertible, the Phantom Drophead, feels like a yacht and appeals to the "once more around the park, then home" crowd. The Dawn should be more of a driver-focused car, although you'd still be happy to be chauffeured around in it. The Wraith and Dawn have old-fashioned feel but deliver a thoroughly modern driving experience.

Base Engine 6.6L/624-hp/590-lb-ft twin-turbo V-12
Opt Engine None
Drivetrain Front engine, RWD
Transmission 8A
Basic Warranty 4 yrs/unlimited miles

ALL-NEW

EPA ECON CITY/HWY: 13/21 MPG **0-60 MPH:** 4.1 SEC



Rolls-Royce Ghost

A perfect way to say, "I've made it."

BASE PRICE \$293,000-\$325,000* **BODY TYPE** Sedan

The Ghost has become a calling card of sorts for the nouveau riche. In traditional Rolls-Royce fashion, the Ghost marries the feel of old-school lavish luxury with an unobtrusive level of advanced technology, including a GPS-guided transmission that downshifts in advance of a turn. The Ghost is the Rolls-Royce to get if you want a little more sport when driving, or being driven, as a pair of turbochargers give the sedan a sense of urgency not found in the Phantom.

Base Engine 6.6L/563-hp/575-lb-ft twin-turbo V-12
Opt Engine None
Drivetrain Front engine, RWD
Transmission 8A
Basic Warranty 4 years/unlimited miles

UNCHANGED

EPA ECON CITY/HWY: 13/21 MPG **0-60 MPH:** 4.4 SEC



Rolls-Royce Phantom

An old-fashioned Rolls-Royce in all the right ways.

BASE PRICE \$413,000-\$486,000* **BODY TYPE** Sedan

The biggest Rolls-Royce sedan appeals to a different type of buyer than the Ghost. The Phantom's V-12 lacks the turbochargers found on the smaller sedan, which gives the bigger sedan a stately demeanor. The big Rolls is fittingly silent at speed and has an always-available surge of power to accompany surprisingly good handling. Like the smells of its fine leather, the Phantom exudes a sense of occasion, a special something that comes from a rich history of hand-built cars.

Base Engine 6.7L/453-hp/531-lb-ft V-12
Opt Engine None
Drivetrain Front engine, RWD
Transmission 8A
Basic Warranty 4 years/unlimited miles

UNCHANGED

EPA ECON CITY/HWY: 11/19 MPG **0-60 MPH:** 5.5-6.0 SEC*



Rolls-Royce Phantom/Drophead Coupes

A lavish two-door with suicide doors and a stellar headliner.

BASE PRICE \$445,000-\$486,000* **BODY TYPE** Coupe, convertible

To compare the Drophead Coupe with the forthcoming Dawn is to compare the new rich to the old rich. The Phantom is less athletic but more sophisticated and regal. Entering the cabin of the either body style Phantom is effortless, thanks to the suicide doors, and the interiors are sumptuously trimmed with soft leathers and lacquered woods. Be sure to check out the coupe's starlight headliner, which is completely unique and designed to look like a star-filled night.

Base Engine 6.7L/453-hp/531-lb-ft V-12
Opt Engine None
Drivetrain Front engine, RWD
Transmission 8A
Basic Warranty 4 years/unlimited miles

UNCHANGED

EPA ECON CITY/HWY: 11/19 MPG **0-60 MPH:** 5.7-6.0 SEC*



UNCHANGED

Scion FR-S

A driver's car, pure and simple.

BASE PRICE \$26,075 **BODY TYPE** Coupe

The Scion FR-S is a little less expensive than its twin, the Subaru BRZ, but it's just as much fun. If you're thinking about hitting the track or local autocross, the FR-S should definitely be on your short list. Recent revisions to the car's suspension make it less tail-happy than before, and that's good. Dealer-installed accessories include air intakes, high-flow exhaust systems, lowering springs, spoilers, foglights, and more. Opt for the manual transmission.

EPA ECON CITY/HWY: 22-25/30-34 MPG **0-60 MPH:** 6.2-7.7 SEC

Base Engine

2.0L/200-hp/151-lb-ft flat-4

Opt Engine None

Drivetrain Front engine, RWD

Transmission 6M; 6A

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 5 stars; IIHS: TSP

IntelliChoice 5-Yr Retained Value 51%


ALL-NEW

Scion iA

A great small car from Scion... finally.

BASE PRICE \$17,000* **BODY TYPE** Sedan

The Scion iA, built alongside the Mazda2 in Mexico, is essentially a sedan version of the Mazda2 hatchback that's sold in the rest of the world. The Mazda-sourced chassis works wonders for this small sedan, which drives pretty darn well for being so cheap. We're not fans of the mug Scion has pasted onto the iA, but we do enjoy its list of standard equipment, which includes push-button start, Bluetooth, a rearview camera, and pre-collision braking.

EPA ECON CITY/HWY: 31-33/41-42 MPG **0-60 MPH:** 9.0-9.5 SEC*

Base Engine 1.5L/106-hp/103-lb-ft I-4

Opt Engine None

Drivetrain Front engine, FWD

Transmission 6M; 6A

Basic Warranty 3 yrs/36,000 miles


ALL-NEW

Scion iM

A boring replacement for the unique xB.

BASE PRICE \$20,500* **BODY TYPE** Hatchback

The iM replaces the quirky and spacious xB. The iM is based on the Toyota Auris, a European-market hatchback that's slightly smaller than the Corolla. For our market the iM has a spec sheet that looks an awful lot like the Corolla's, but an independent rear suspension gives the iM a better ride than the Corolla. A generous list of standard features makes the hatch a good value for less than \$20,000, but it doesn't quite fill the box-shaped hole left by the lovable xB.

EPA ECON CITY/HWY: 27-30/36-37 MPG* **0-60 MPH:** 9.0-9.3 SEC*

Base Engine 1.8L/137-hp/126-lb-ft I-4

Opt Engine None

Drivetrain Front engine, FWD

Transmission 6M; CVT

Basic Warranty 3 yrs/36,000 miles


MINOR

Scion tC

A stylish coupe that needs more engine.

BASE PRICE \$20,000* **BODY TYPE** Hatchback

The Scion tC is an attractive, affordable two-door with lots of style and more than a little sport. It has a generous standard equipment list as well as a whole lot of options to choose from. If you want to get the most out of the tC, a manual transmission is a must, although the automatic transmission isn't bad, either, what with its paddle shifters and ability to rev-match downshifts. Unfortunately, the 179-hp inline-four engine will leave you wanting for more power.

EPA ECON CITY/HWY: 23/31 MPG **0-60 MPH:** 6.9-7.6 SEC*

Base Engine 2.5L/179-hp/172-lb-ft I-4

Opt Engine None

Drivetrain Front engine, FWD

Transmission 6M; 6A

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 5 stars; IIHS: TSP

IntelliChoice 5-Yr Retained Value 54%


ALL-NEW

Smart Fortwo

A tiny car that just might make it big.

BASE PRICE \$14,500* **BODY TYPE** Hatchback

The Fortwo, the butt of many jokes in the subcompact segment, might finally be a contender. It's now 4 inches wider and has a suspension setup that works. An inline-three engine still lives in the rear of the car, but with 89 hp instead of the previous 70 hp. The biggest upgrade, aside from a steady march toward improved safety, is the replacement of the automated manual with a six-speed dual-clutch automatic. A conventional five-speed manual remains, but the dual-clutch is better.

EPA ECON CITY/HWY: NOT YET RATED **0-60 MPH:** 10.0 SEC*

Base Engine

0.9L/89-hp/100-lb-ft turbo I-3

Opt Engine None

Drivetrain Rear engine, RWD

Transmission 5M; 6-sp twin-cl auto

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 46%


MINOR

Subaru BRZ

A (slightly softer) driver's car, pure and simple.

BASE PRICE \$26,500-\$31,000* **BODY TYPE** Coupe

The BRZ is a thoroughbred driver's car. It's a bit softer than its sibling, the Scion FR-S, but just as capable. You can wring the BRZ out on a public road without attracting the attention of every cop in the state. A BRZ tuned by STI, which might be called the BRZ tS, will debut in the coming years. It will improve on the BRZ's already stellar handling, but it won't come with the turbocharged engine we've long been begging for.

EPA ECON CITY/HWY: 22-25/30-34 MPG **0-60 MPH:** 6.3-7.7 SEC

Base Engine 2.0L/200-hp/151-lb-ft

flat-4 **Opt Engine** None

Drivetrain Front engine, RWD

Transmission 6M; 6A

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 5 stars; IIHS: TSP

IntelliChoice 5-Yr Retained Value 52%



MINOR

Subaru Impreza/WRX STI A small sedan that's best with a hopped-up engine.

BASE PRICE \$19,500*-\$35,490 **BODY TYPE** Sedan, hatchback

The WRX and WRX STI are *Automobile All-Stars*. Both cars have long punched above their weight classes, hanging with high-performance sports cars and supercars on the street and the track. While we prefer the 6-speed manual in the WRX and WRX STI, the all-new available CVT in the WRX is quite good. The EyeSight suite of driver-assistance features expands to the WRX and WRX STI, giving them the same tech that earned the Impreza top marks in IIHS testing.

EPA ECON CITY/HWY: 17-28/23-37 MPG **0-60 MPH:** 4.6-9.9 SEC

Base Engine 2.0L/148-hp/145-lb-ft flat-4
Opt Engine 2.0L/268-hp/258-lb-ft turbo flat-4; 2.5L/305-hp/290-lb-ft turbo flat-4
Drivetrain Front engine, AWD
Transmission 5M; 6M; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 57%



MINOR

Subaru Legacy A midsize sedan that should finally scare its competitors.

BASE PRICE \$22,540-\$30,740 **BODY TYPE** Sedan

The Legacy has long been an unpopular choice in the competitive mid-size sedan segment, but this current Legacy is much better than its predecessors. It's handsome and understated. Fuel economy is on par with Honda Accords of similar displacement. Inside there are soft-touch materials covering most surfaces, and the attractive infotainment system is sensible and easy to use. The CVT is smooth and quiet, and the base flat-four engine is great.

EPA ECON CITY/HWY: 20-26/29-36 MPG **0-60 MPH:** 7.0-9.2 SEC

Base Engine 2.5L/175-hp/174-lb-ft flat-4
Opt Engine 3.6L/256-hp/247-lb-ft flat-6
Drivetrain Front engine, AWD
Transmission CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 56%



MAJOR

Tesla Model S/P85D An amazing all-electric sedan that gets better every year.

BASE PRICE \$76,200-\$106,200 **BODY TYPE** Hatchback

The Model S is continually being updated with new technologies. The battery packs range in size from an entry-level 70-kW-hr pack to a new 90-kW-hr pack, which boasts a 270-mile range in the 90D. Performance has been upgraded, and the top-tier model gets a new Ludicrous mode: 2.8 seconds from 0 to 60 mph and 10.7 seconds to turn a quarter mile. Current P85D owners can upgrade to Ludicrous capability for \$5,000 plus labor; it's a \$10,000 option to new buyers.

EPA ECON CITY/HWY: 89-101/98-106 MPG-E **0-60 MPH:** 3.2-5.5 SEC*

Base Motor 329-hp dual electric
Opt Motor 362-hp electric; 422-hp dual electric; 691-hp dual electric
Drivetrain RWD/AWD
Transmission 1A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 41%



MINOR

Toyota Avalon A boring but inoffensive sedan with good powertrains.

BASE PRICE \$33,500-\$38,000* **BODY TYPE** Sedan

The Avalon is a bore, but that doesn't change the fact that it's one of the better full-size sedans you can buy. Its styling isn't exactly attractive, but neither is it offensive. Slip inside, and you're treated to an exceptionally roomy interior with nearly 40 inches of legroom in the back row. Once you start moving, you note the controlled ride, attractive dashboard, and nice steering wheel with paddle shifters, and both the standard and hybrid powertrains are smooth.

EPA ECON CITY/HWY: 21-40/31-39 MPG **0-60 MPH:** 6.2-7.4 SEC

Base Engine 3.5L/268-hp/248-lb-ft V-6
Opt Engine 2.5L I-4 + elec, 200 hp
Drivetrain Front engine, FWD
Transmission 6A; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 48%



MINOR

Toyota Camry An archetypal midsize sedan that sells very well.

BASE PRICE \$24,000-\$31,000* **BODY TYPE** Sedan

The Camry is the archetypal midsize sedan, which is not to say it's the best. It has long dominated sales in this cutthroat segment, but many competitors have overtaken the Camry in terms of styling, performance, and value. A redesign for 2015 brought with it the Camry XSE, which has a V-6 engine and feels much sportier than the base car. It's still not as fun as a Mazda6 or Honda Accord, but it almost certainly will sell well.

EPA ECON CITY/HWY: 21-43/31-39 MPG **0-60 MPH:** 6.1-8.1 SEC

Base Engine 2.5L/178-hp/170-lb-ft I-4
Opt Engine 3.5L/268-hp/248-lb-ft V-6; 2.5L I-4 + elec, 200 hp
Drivetrain Front engine, FWD
Transmission 6A; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 53%



MINOR

Toyota Corolla A small car we really wish were better than it is.

BASE PRICE \$18,000-\$21,000* **BODY TYPE** Sedan

The Corolla is a letdown. Toyota's popular compact does the things it needs to, but it doesn't do any of them better than the competition. Active safety features are conspicuously absent, and the interior design is mundane, without many choices for color or material. While the Corolla isn't a terrible value proposition, its cheap presentation is a turnoff. If you absolutely need to have a Corolla, perhaps the best Corolla you can buy is a used one.

EPA ECON CITY/HWY: 27-30/36-42 MPG **0-60 MPH:** 7.8-10.2 SEC

Base Engine 1.8L/132-hp/128-lb-ft I-4
Opt Engine 1.8L/140-hp/126-lb-ft I-4
Drivetrain Front engine, FWD
Transmission 6M; 4A; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 53%



ALL-NEW

Toyota Mirai

A hydrogen-powered sedan seen only in California.

BASE PRICE \$58,325 **BODY TYPE** Sedan

The Mirai is a technological marvel, although driving it is far from marvelous. The automaker's first fuel-cell vehicle that's fueled by hydrogen drives like any other humdrum compact car. Regenerative braking is smooth, and the steering is predictable. The Mirai has space for four, a very small trunk, and a range of about 300 miles, so don't plan any long road trips. The Mirai debuts in California, but expect it to be made available in more places as infrastructure expands.

EPA ECON CITY/HWY: NOT YET RATED **0-60 MPH:** 9.0 SEC*

Base Motor 151-hp/247-lb-ft electric
Opt Motor None
Drivetrain Front motor, FWD
Transmission 1A
Basic Warranty 3 yrs/36,000 miles



UNCHANGED

Toyota Prius/Plug-In

A hugely popular hybrid that's long in the tooth.

BASE PRICE \$25,500* **BODY TYPE** Hatchback

The Prius has been a wild success for Toyota and is easily the most recognized hybrid in its segment. We think it's way too slow and too isolated from the road, but it excels in the categories its buyers value, such as uncompromising dedication to fuel economy and resale value. Our pick for this body style is the plug-in variant, which can travel farther on electric-only power. The Prius is getting old, and we expect to see a new one soon.

EPA ECON CITY/HWY: 51/48 MPG **0-60 MPH:** 9.5 SEC

Base Engine 1.8L I-4 + elec, 134 hp
Opt Engine None
Drivetrain Front engine, FWD
Transmission CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars; IIHS TSP+
IntelliChoice 5-Yr Retained Value 51%



UNCHANGED

Toyota Prius C

A city-sized hybrid for urban commuters.

BASE PRICE \$21,000* **BODY TYPE** Hatchback

Hybrid powertrains are most efficient in the urban environment, which is why we think the Prius C just might be the Prius that makes the most sense. It's small and supremely efficient around town, and it can be reasonably well-equipped for the price of a stripped-out, full-size Prius. Like any Prius, though, it lacks a sense of urgency. In the Prius C, it's better to be stuck in traffic in Los Angeles or Manhattan than accelerating and merging onto the highway.

EPA ECON CITY/HWY: 53/46 MPG **0-60 MPH:** 10.2 SEC

Base Engine 1.5L I-4 + elec, 99 hp
Opt Engine None
Drivetrain Front engine, FWD
Transmission CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 53%



UNCHANGED

Toyota Prius V

A Prius with room for the whole family.

BASE PRICE \$28,000* **BODY TYPE** Hatchback

The big, family-friendly Prius V is larger than the regular Prius but still has the traditional Toyota virtues of versatility, value, and efficiency. Inside there's plenty of room for passengers, cargo, or any combination of the two. The power is identical to the standard Prius, meaning the big boy struggles on inclines and merging onto the highway. The Prius V is a natural step up for families that fancied the standard Prius but have a few kids now.

EPA ECON CITY/HWY: 44/40 MPG **0-60 MPH:** 10.1 SEC

Base Engine 1.8L I-4 + elec, 134 hp
Opt Engine None
Drivetrain Front engine, FWD
Transmission CVT
Basic Warranty 3 yrs/36,000 miles
Safety IIHS: TSP+
IntelliChoice 5-Yr Retained Value 52%



UNCHANGED

Toyota Yaris

A run-of-the-mill subcompact that feels as cheap as it is.

BASE PRICE \$16,000-\$18,500* **BODY TYPE** Hatchback

The Yaris is the least expensive car in Toyota's lineup. It's a fairly competent and well-equipped subcompact, and buyers get a lot for their money. It goes down the road decently, and the small engine revs up smoothly, although the poorly tuned transmissions ruin the driving experience. The Yaris is OK if you're looking for a new car and price is your highest concern, but there are plenty of other offerings that don't sacrifice as much if you can spare a little more cash.

EPA ECON CITY/HWY: 30/36-37 MPG **0-60 MPH:** 8.7-10.3 SEC

Base Engine 1.5L/106-hp/103-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 5M; 4A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 54%



UNCHANGED

Volkswagen Beetle/2.0T R-Line

A retro-looking coupe that likes being topless.

BASE PRICE \$22,500-\$32,000* **BODY TYPE** Hatchback, convertible

The Beetle is best as a convertible. Say you opt for an R-Line Beetle, the sportiest model available. It's nice, sure, but driving it reminds us that for slightly less money we could be in a Volkswagen Golf GTI, a longtime favorite. But the Golf doesn't have a softtop. The Beetle TDI is the only diesel convertible available in the U.S., and you can enjoy all the guttural noises the Beetle Turbo convertible makes when its top is dropped.

EPA ECON CITY/HWY: 23-31/29-41 MPG **0-60 MPH:** 6.3-7.8 SEC*

Base Engine 1.8L/170-hp/184-lb-ft turbo I-4
Opt Engine 2.0L/210-hp/207-lb-ft turbo I-4; 2.0L/150-hp/236-lb-ft t-diesel I-4
Drivetrain Front engine, FWD
Transmission 5M; 6A; 6M; 6-sp twin-cl auto
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 46%



MINOR

Volkswagen CC

An inexpensive way to get a four-door coupe.

BASE PRICE \$33,000-\$42,000* **BODY TYPE** Sedan

The Volkswagen CC might look like a poor man's Mercedes-Benz CLS-Class but it's not some cheap knockoff. The standard front-wheel-drive model with a turbo-four engine is all you need. Try to avoid the CC's long options list. Play it smart, keep it standard, and the CC is as affordable as it is fashionable. Tick one too many option boxes, though, and you'll end up in Audi territory. Need to look different? Opt for the R-Line model and its handsome body kit.

Base Engine 2.0L/200-hp/207-lb-ft turbo I-4
Opt Engine 3.6L/280-hp/265-lb-ft V-6
Drivetrain Front engine, FWD/AWD
Transmission 6M; 6A; 6-sp twin-cl auto
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 42%

EPA ECON CITY/HWY: 17-22/25-32 MPG **0-60 MPH:** 5.5-6.7 SEC*



MINOR

Volkswagen Golf/R/SportWagen/e-Golf

A near-perfect lineup of peppy, pleasant hatchbacks.

BASE PRICE \$19,500-\$43,000* **BODY TYPE** Hatchback, wagon

The seventh-generation Golf lineup is better than ever. We'd be happy owning any Golf, but we'd be happiest with the alpha Golf R. What the VW Golf R brings to the hot-hatch party, aside from a 292-hp turbocharged engine and a 6-speed dual-clutch automatic transmission (a manual comes soon), is sophistication. Unlike its competition, the Subaru WRX and forthcoming Ford Focus RS, the Golf R has a high-class interior along with its refined driving experience.

Base Engine 1.8L/170-hp/184-199-lb-ft turbo I-4
Opt Engine 2.0L/150-hp/236-lb-ft t-diesel I-4; 2.0L/210-220-hp/258-lb-ft turbo I-4; 2.0L/292-hp/280-lb-ft turbo I-4; 115-hp/199-lb-ft electric
Drivetrain Front engine, FWD/AWD
Transmission 5M; 6M; 6A; 6-sp twin-cl auto; 1A
Basic Warranty 3 yrs/36,000 miles
Safety IIHS: TSP
IntelliChoice 5-Yr Retained Value 53%

EPA ECON CITY/HWY: 23-31/30-45 MPG* **126/105 MPG-E** **0-60 MPH:** 4.5-9.1 SEC*



MAJOR

Volkswagen Jetta/GLI/Hybrid

A small sedan with handsome styling and great engines.

BASE PRICE \$18,000-\$32,000* **BODY TYPE** Sedan

The Jetta gets a new 1.4-liter turbocharged inline-four engine to replace the old base 2.0-liter. The 1.4L is not only more efficient than its predecessor but also more powerful. We like that. The performance-oriented GLI gets new bumpers this year. The diesel and hybrid versions are on two sides of the fuel-efficiency coin, with the diesel being the better highway hauler and the hybrid the better downtown runaround. There's a Jetta for every compact-sedan shopper.

Base Engine 1.4L/150-hp/184-lb-ft turbo I-4
Opt Engine 1.8L/170-hp/184-lb-ft turbo I-4; 2.0L/150-hp/236-lb-ft t-diesel I-4; 2.0L/210-hp/207-lb-ft turbo I-4; 1.4L turbo I-4 + elec, 170 hp
Drivetrain Front engine, FWD
Transmission 5M; 6M; 6A; 6-sp twin-cl auto; 7-sp twin-cl auto
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 51%

EPA ECON CITY/HWY: 23-42/32-48 MPG* **0-60 MPH:** 6.0-8.0 SEC*



MAJOR

Volkswagen Passat

A great, spacious sedan with an attractive interior and chiseled exterior.

BASE PRICE \$22,000-\$37,000* **BODY TYPE** Sedan

The Passat gets updated sheetmetal (last year's model pictured), and Android Auto and Apple CarPlay will arrive in the family sedan this year. We like the base turbo-four engine, though avoid spending extra on the Sport trim level, as it adds style but no sportiness. The sweetheart in the Passat lineup is the diesel-powered TDI, which pairs a great powertrain with a roomy interior, great outward visibility, excellent steering, and composed handling.

Base Engine 1.8L/170-hp/184-lb-ft turbo I-4
Opt Engine 2.0L/150-hp/236-lb-ft t-diesel I-4; 3.6L/280-hp/258-lb-ft V-6
Drivetrain Front engine, FWD
Transmission 5M; 6M; 6A; 6-sp twin-cl auto
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 42%

EPA ECON CITY/HWY: 20-30/28-44 MPG **0-60 MPH:** 5.7-9.0 SEC



MAJOR

Volvo S60/V60

An unexpectedly fun four-door with an optional hatch.

BASE PRICE \$34,890-\$62,000* **BODY TYPE** Sedan, wagon

There's now an all-weather, rough-road Cross Country version of the S60 to go along with the recently released V60 Cross Country. Also added this year is the Chinese-made, long-wheelbase Inscription that has lavish interior appointments and gives rear passengers an extra 2.9 inches of legroom. The S60 and V60 remain comfy all-day cruisers that are surprisingly efficient and sporty with the Drive-E engines. Serious driving enthusiasts should try the Polestar versions.

Base Engine 2.0L/240-hp/258-lb-ft turbo I-4
Opt Engine 2.5L/250-hp/266-lb-ft turbo I-5; 2.0L/302-hp/295-lb-ft s'chg'd and turbo I-4; 3.0L/325-345-hp/354-369-lb-ft turbo I-6
Drivetrain Front engine, FWD/AWD
Transmission 6A; 8A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 43%

EPA ECON CITY/HWY: 18-26/27-38 MPG **0-60 MPH:** 4.7-6.3 SEC*



MINOR

Volvo S80

A big, old sedan with an uncertain future.

BASE PRICE \$44,390 **BODY TYPE** Sedan

Volvo's biggest sedan is in an interesting position. It's as comfortable as the smaller S60, but there's no longer an option for all-wheel drive and the lone engine is a turbocharged-four now that the turbocharged inline-six has been killed off. The beefy sedan is nicely equipped but rides on an old platform. It's an OK car, the S80, but it's getting on in years and has us wanting for more whenever we're behind the wheel.

Base Engine 2.0L/240-hp/258-lb-ft turbo I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 8A
Basic Warranty 4 yrs/50,000 miles
Safety IIHS: TSP+
IntelliChoice 5-Yr Retained Value 41%

EPA ECON CITY/HWY: 25/37 MPG **0-60 MPH:** 7.3 SEC*



Acura MDX

A three-row crossover that's great to drive.

BASE PRICE \$43,785-\$45,785 **BODY TYPE** SUV

Acura's three-row offering is far and away the automaker's most popular vehicle, and it's easy to understand why. The interior is well appointed, and ergonomics are on point, although its dual-screen infotainment system takes some getting used to. This year a nine-speed automatic transmission designed to help improve efficiency and smoothness as well as a suite of safety features have been added, which should help the MDX appeal to even more buyers.

EPA ECON CITY/HWY: 18-20/26-27 MPG **0-60 MPH:** 6.4 SEC

Base Engine 3.5L/290-hp/267-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/AWD, 9A
Towing 3,500 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 51%

MAJOR



MAJOR

Acura RDX

A sharp-looking small crossover with lots of tech.

BASE PRICE \$36,190-\$37,690 **BODY TYPE** SUV

The RDX has proven to be a compelling option in the small crossover segment. New this year for the RDX are Acura's signature LED headlights and a revised V-6 with better midrange power. With a small footprint, the RDX has a lively personality to match its sharp, sporty sheetmetal. Our only question is when will the nine-speed automatic transmission, which Acura added to the MDX this year, make its way into the RDX as well?

EPA ECON CITY/HWY: 19-20/28-29 MPG **0-60 MPH:** 6.2 SEC*

Base Engine 3.5L/279-hp/252-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6A
Towing 1,500 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 53%



UNCHANGED

Audi Allroad

A high-riding wagon with some swagger.

BASE PRICE \$43,625 **BODY TYPE** SUV

The Allroad is a high-riding wagon that combines versatility with a stylish, low roofline and gritty-looking off-road appliques. The Allroad's cabin is roomy and appointed in typical Audi fashion, and the turbo-four dishes out plenty of power. The Allroad retails just higher than the similarly sized but far less cool Q5. No one ever said style came cheap.

EPA ECON CITY/HWY: 21/28 MPG **0-60 MPH:** 6.4 SEC

Base Engine 2.0L/220-hp/258-lb-ft turbo I-4
Opt Engine None
Drivetrain Front engine, AWD, 8A
Towing 1,000 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 47%



MINOR

Audi Q3

A hot hatch disguised as a crossover.

BASE PRICE \$34,625-\$36,725 **BODY TYPE** SUV

Audi's smallest crossover is essentially an A3 hatchback with more ground clearance. This is a good thing, seeing how the Q3 retains a spunky hot-hatch personality not often found in the compact crossover segment. The Q3 has the same level of refinement you'd find in a Q5 but with a lot less space. One of our biggest annoyances is the last-generation MMI infotainment system, which is less responsive than the newer version.

EPA ECON CITY/HWY: 20/28-29 MPG **0-60 MPH:** 7.8-8.2 SEC*

Base Engine 2.0L/200-hp/207-lb-ft turbo I-4
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6A
Towing 1,000 lb*
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 52%



UNCHANGED

Audi Q5/SQ5

A sales winner with a well-rounded lineup.

BASE PRICE \$41,825-\$54,225 **BODY TYPE** SUV

The Q5 is one of Audi's most popular vehicles. The two-row crossover looks great and has an impeccable interior and a generous list of features. Want to save money at the pump? Go for the diesel. It's nearly silent at idle and gives up little in acceleration to the supercharged gasoline V-6, which is no slouch, either. The lead-footed buyer should consider the SQ5, an exceptional handler with gobs of torque.

EPA ECON CITY/HWY: 17-24/26-31 MPG **0-60 MPH:** 4.4-7.0 SEC*

Base Engine 2.0L/220-hp/258-lb-ft turbo I-4
Opt Engines 3.0L/272-354-hp/295-346-lb-ft s'chg'd V-6; 3.0L/240-hp/428-lb-ft t'diesel V-6; 2.0L turbo I-4 + elec, 245 hp
Drivetrain Front engine, AWD, 8A
Towing 4,400 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 4 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 52%



ALL-NEW

Audi Q7

A fully fledged three-row crossover that's better than ever.

BASE PRICE \$50,000-\$70,000* **BODY TYPE** SUV

Audi's biggest SUV loses about 700 pounds and drives much better than before. Under the hood are a variety of engines, including a turbocharged four, a supercharged V-6, a turbodiesel V-6, and a plug-in hybrid powertrain. All are good options. On the road, the Q7 is quiet and comfortable. Its exterior wrapper is relatively subdued, but the Q7 wows inside, thanks to a top-notch cabin loaded up with Audi's latest tech.

EPA ECON CITY/HWY: 18-20/24-30 MPG* **0-60 MPH:** 6.1-7.0 SEC*

Base Engine 2.0L/252-hp/273-lb-ft turbo I-4*
Opt Engines 3.0L/333-hp/325-lb-ft s'chg'd V-6*; 3.0L/240-hp/428-lb-ft t'diesel V-6*
Drivetrain Front engine, AWD, 8A
Towing 6,600 lb*
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 51%

BMW X1

A fresh feel for Bimmer's smallest crossover.

BASE PRICE \$35,795 **BODY TYPE** SUV

BMW's smallest crossover gets overhauled. The X1 is based on an all-new architecture and has styling that ties it more closely to its biggest big brother, the X5. The interior is roomier and nicely finished, and the standard turbo-four is part of a new engine family that should be more economical. Our favorite feature? An all-wheel-drive system that can send all of the power to the rear end when necessary. We can't wait to slide around in the snow.

Base Engine 2.0L/228-hp/258-lb-ft turbo I-4
Opt Engine None
Drivetrain Front engine, AWD, 8A
Towing N/A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 52%

ALL-NEW

EPA ECON CITY/HWY: 23/34 MPG* **0-60 MPH:** 6.3 SEC*

BMW X3

A small and sporty luxury ute.

BASE PRICE \$39,595-\$47,345 **BODY TYPE** SUV

The X3 remains a solid offering in the two-row crossover segment. It comes with either a turbocharged inline-six or a more efficient turbodiesel-four. The X3 has an available gesture-activated power rear liftgate, which comes in handy more often than you'd think. The X3 also has the latest safety features including forward collision and lane departure warning to help you better navigate the commute. It's no sport sedan, but the X3 is always up for some spirited driving.

Base Engine 2.0L/240-hp/258-lb-ft turbo I-4
Opt Engines 2.0L/181-hp/280-lb-ft t' diesel I-4; 3.0L/300-hp/300-lb-ft turbo I-6
Drivetrain Front engine, RWD/AWD, 8A
Towing 3,500 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 51%

UNCHANGED

EPA ECON CITY/HWY: 19-27/27-34 MPG **0-60 MPH:** 5.3-7.5 SEC*

BMW X4

A low-roof, high-style baby X6.

BASE PRICE \$45,895-\$50,245 **BODY TYPE** SUV

The X4 is a more stylish version of the X3 and follows in the path of the well-established X6, itself a more stylish version of the X5. The X4's base turbo-four engine offers plenty of power, but the turbocharged inline-six is the better choice if you want a sportier driving experience. Adjustable suspension dampers do a good job of reeling in body roll through turns, but the X4 can't hide its weight. The cabin is what we've come to expect from BMW: high quality and impressive ergonomics.

Base Engine 2.0L/240-hp/258-lb-ft turbo I-4
Opt Engine 3.0L/300-hp/300-lb-ft turbo I-6
Drivetrain Front engine, AWD, 8A
Towing 3,500 lb
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 50%

UNCHANGED

EPA ECON CITY/HWY: 19-20/27-28 MPG **0-60 MPH:** 5.2-6.3 SEC

BMW X5/xDrive40e PHEV/M

A year-after-year favorite.

BASE PRICE \$54,895-\$99,795 **BODY TYPE** SUV

BMW is introducing the X5 xDrive40e, a plug-in hybrid variant. Will it be more efficient than the diesel? That remains to be seen, but like the diesel, the plug-in's eight-speed automatic transmission should help improve fuel economy. Until we can drive the plug-in, we say go for the diesel, which feels balanced in this luxury SUV. If worrying about your carbon footprint makes your eyes glaze over, try the absolutely unnecessary, utterly insane X5 M.

Base Engine 3.0L/300-hp/300-lb-ft turbo I-6
Opt Engines 3.0L/255-hp/413-lb-ft t' diesel I-6; 2.0L turbo I-4 + elec, 308 hp; 4.4L/445-567-hp/480-553-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD, 8A
Towing 6,000 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 51%

MAJOR

EPA ECON CITY/HWY: 14-24/19-31 MPG; 55 MPG-E* **0-60 MPH:** 4.0-6.5 SEC*

BMW X6/M

A more stylish but less sensible X5.

BASE PRICE \$60,795-\$103,195 **BODY TYPE** SUV

Is the X6 a crossover or simply a really tall sedan? It's a mix of both. While its four-passenger arrangement limits capacity, the X6 is a go-anywhere alternative to the typical executive sport sedan. The X6 features carlike driving dynamics but with enough ground clearance to allow for off-road antics. The X6 also features a diverse mix of powertrains ranging from the base turbo-six to the twin-turbo V-8 in the wicked X6 M.

Base Engine 3.0L/300-hp/300-lb-ft turbo I-6
Opt Engine 4.4L/445-567-hp/480-553-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD, 8A
Towing 6,000 lb
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 53%

UNCHANGED

EPA ECON CITY/HWY: 14-19/19-27 MPG **0-60 MPH:** 4.0-5.8 SEC*

Buick Enclave

A three-row crossover that helped save Buick from going bust.

BASE PRICE \$39,990-\$46,585 **BODY TYPE** SUV

The Enclave is the best of the three SUVs General Motors builds on its Lambda platform. (The Chevy Traverse and GMC Acadia are the others). The Enclave is the Buick families could drive across the country on vacation. The third row is one of the most spacious in the segment, and its cargo capacity with a full load of passengers is class-leading. A Tuscan Edition is new and adds numerous bronze highlights to the exterior and the 20-inch aluminum wheels.

Base Engine 3.6L/288-hp/270-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6A
Towing 4,500 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 46%

MINOR

EPA ECON CITY/HWY: 16-17/22-24 MPG **0-60 MPH:** 8.2-8.5 SEC*



MAJOR

Buick Encore

A little Buick that needs more to hit the luxury mark.

BASE PRICE \$25,500-\$27,000* **BODY TYPE** SUV

The Encore is a small but pricey option in the still-growing compact crossover segment. It's the right size, with a small footprint and an interior that's quiet and trimmed in leather. Though the Encore is trying to be more upscale, it's being somewhat upstaged in a class full of more mainstream, affordable models. There's a new Sport Touring trim with slightly more power, but it's still just OK. Maybe new offerings from competitors will force the itty-bitsy Buick to get a bit fancier.

EPA ECON CITY/HWY: 23-27/30-35 MPG* **0-60 MPH:** 9.0-10.1 SEC*

Base Engine 1.4L/138-hp/148-lb-ft turbo I-4

Opt Engine 1.4L/153-hp*/177-lb-ft* turbo I-4

Drivetrain Front engine, FWD/AWD, 6A

Towing N/A

Basic Warranty 4 yrs/50,000 miles

Safety NHTSA: 5 stars; IIHS: TSP

IntelliChoice 5-Yr Retained Value 44%



UNCHANGED

Cadillac Escalade/ESV

A status symbol in the SUV world.

BASE PRICE \$74,000-\$93,500* **BODY TYPE** SUV

The Escalade doesn't do subtlety. This is the SUV for those who have no problem letting everyone in town know they're doing well for themselves while hauling around family, friends, and the boat. The biggest Caddy has a handsome dashboard arrangement, a lavish interior, and adaptive suspension dampers that keep the big SUV from rolling around too much. If you plan to use the third row often, the longer ESV variant is a must.

EPA ECON CITY/HWY: 14-15/20-21 MPG **0-60 MPH:** 5.9-6.2 SEC

Base Engine 6.2L/420-hp/460-lb-ft V-8

Opt Engine None

Drivetrain Front engine, RWD/4WD, 8A

Towing 8,300 lb

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 49%



UNCHANGED

Cadillac SRX

A farewell to Cadillac's first midsize crossover.

BASE PRICE \$38,600-\$47,130 **BODY TYPE** SUV

Within the year, we expect to see the XT5, the replacement for the SRX. Every new Cadillac seems to stop us in our tracks, and we're excited to see if the XT5 does the same. Until then, the SRX remains a relatively capable, luxurious entry in the two-row crossover segment. In its final days the SRX is set to add Android Auto and Apple CarPlay connectivity to its CUE infotainment system. The SRX is no featherweight, but the V-6's wide powerband keeps it from feeling underpowered.

EPA ECON CITY/HWY: 16-17/23-24 MPG **0-60 MPH:** 6.6-6.8 SEC

Base Engine 3.6L/308-hp/265-lb-ft V-6

Opt Engine None

Drivetrain Front engine, FWD/AWD, 6A

Towing 3,500 lb

Basic Warranty 4 yrs/50,000 miles

Safety NHTSA: 5 stars

IntelliChoice 5-Yr Retained Value 47%



UNCHANGED

Chevrolet City Express

A Nissan wearing a bow tie.

BASE PRICE \$23,000-\$25,000* **BODY TYPE** Van

The Chevrolet City Express is a rebadged NV200, Nissan's small, fuel-efficient, front-wheel-drive cargo van. It's simple, and that's exactly what commercial buyers are looking for. Shoppers who passed on the full-size, body-on-frame Express in the past can now consider something far friendlier and more maneuverable through city streets. With prices nearly identical to its Nissan cousin, check for local incentives to see if the City Express might be a better value.

EPA ECON CITY/HWY: 24/26 MPG **0-60 MPH:** 10.1 SEC*

Base Engine 2.0L/131-hp/139-lb-ft I-4

Opt Engine None

Drivetrain Front engine, FWD, CVT

Towing N/A

Basic Warranty 3 yrs/36,000 miles

IntelliChoice 5-Yr Retained Value 46%



MAJOR

Chevrolet Colorado

A midsize truck Chevy shouldn't have stopped building.

BASE PRICE \$21,000-\$40,000* **BODY TYPE** Pickup

Chevrolet's re-entry into the midsize truck segment has put the competition, namely Toyota on notice. While Toyota's rock-solid Tacoma was just redesigned, the Colorado is a strong domestic alternative. Chevy knows how to do trucks, and the Colorado is no exception. From bare-bones work truck to well-equipped LT models, the Colorado has a model for most every buyer. Later this year a diesel engine is set to be introduced, raising the bar for efficiency in the segment.

EPA ECON CITY/HWY: 17-22/24-31 MPG* **0-60 MPH:** 7.4-9.3 SEC

Base Engine 2.5L/200-hp/191-lb-ft I-4

Opt Engines 3.6L/305-hp/269-lb-ft

V-6; 2.8L/181-hp/369-lb-ft t diesel I-4

Drivetrain Front engine, RWD/4WD,

6M/6A

Towing 3,500-7,700 lb

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 4 stars

IntelliChoice 5-Yr Retained Value 57%



MAJOR

Chevrolet Equinox

A bland but capable breadwinner.

BASE PRICE \$23,500-\$35,000* **BODY TYPE** SUV

The Equinox is one of Chevrolet's best-sellers, coming in third behind the Cruze and Silverado, and this year Chevy has made some minor upgrades to its compact crossover to help keep it competitive. The exterior looks more modern, highlighted by LED flourishes, and a new center stack and infotainment screen update the cabin. Blind-spot and rear cross-traffic warning systems are now optional. The Equinox isn't the most exciting option in its segment, but it is a solid choice.

EPA ECON CITY/HWY: 16-22/23-32 MPG **0-60 MPH:** 6.8-9.6 SEC*

Base Engine 2.4L/182-hp/172-lb-ft I-4

Opt Engine 3.6L/301-hp/272-lb-ft V-6

Drivetrain Front engine, FWD/AWD, 6A

Towing 1,500-3,500 lb

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 4 stars; IIHS: TSP

IntelliChoice 5-Yr Retained Value 50%



MINOR

Chevrolet Express/GMC Savana

A van that's the last of its kind.

BASE PRICE \$30,500-\$50,000* **BODY TYPE** Van

With the competition moving to European platforms, the Express is the last full-size, body-on-frame van from a domestic automaker. It comes in passenger and cargo variants, which are primarily used as taxis, shuttles, and runabouts for local businesses. The big van gets standard 4G LTE Wi-Fi connectivity, allowing owners to stay connected on the job site. Although it's older than the competition, some people feel safer with a known entity, which the Express most certainly is.

Base Engine 4.8L/285-hp/295-lb-ft V-8
Opt Engines 6.0L/342-hp/373-lb-ft V-8; 6.6L/260-hp/525-lb-ft t' diesel V-8
Drivetrain Front engine, RWD, 6A
Towing 7,400-10,000 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 49%

EPA ECON CITY/HWY: 11/16-17 MPG; NOT RATED (6.6L) **0-60 MPH:** 75-9.5 SEC*

MAJOR

Chevrolet Silverado

A chiseled truck that stays connected.

BASE PRICE \$27,500-\$52,500* **BODY TYPE** Pickup

Chevy's legendary full-size truck benefits from a number of updates this year. The Silverado's eight-speed automatic will now be available on some models of the 5.3-liter V-8 in addition to the 6.2-liter V-8. It also gets a new front end with a more aggressive hood and handsome new grille. Also added are Android Auto and Apple CarPlay, which integrate the infotainment system and users' smartphones, leapfrogging the Chevy to the front of its class in connectivity.

Base Engine 4.3L/285-hp/305-lb-ft V-6
Opt Engines 5.3L/355-hp/383-lb-ft V-8; 6.2L/420-hp/460-lb-ft V-8
Drivetrain Front engine, RWD/4WD, 6A/8A
Towing 7,600-12,000 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 56%

EPA ECON CITY/HWY: 15-18/21-24 MPG* **0-60 MPH:** 6.0-7.4 SEC*

UNCHANGED

Chevrolet Silverado HD

A hardworking heavy-duty.

BASE PRICE \$34,000-\$64,000* **BODY TYPE** Pickup

There's a torque-measuring competition raging between Ford and Ram, and Chevy is staying out of it. The automaker thinks its Silverado HD with 765 lb-ft of torque from its 6.6-liter Duramax diesel V-8 is plenty for just about any buyer. Despite not having some features found on the competition, the Silverado HD is a hard worker, which is what really matters. When the HD is fitted with the gasoline V-8 and the dual fuel option, the extra CNG tank takes up a lot of bed space.

Base Engine 6.0L/360-hp/380-lb-ft V-8
Opt Engine 6.6L/397-hp/765-lb-ft t' diesel V-8
Drivetrain Front engine, RWD/4WD, 6A
Towing 14,800-23,200 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 3-4 stars
IntelliChoice 5-Yr Retained Value 57%

EPA ECON CITY/HWY: NOT RATED **0-60 MPH:** 7.0-8.3 SEC*

UNCHANGED

Chevrolet Tahoe/Suburban

A pair of old-school SUVs people still love.

BASE PRICE \$48,000-\$68,000* **BODY TYPE** SUV

If you want capability and power in a traditionally shaped SUV, these two are perfect. Chevy's two biggest SUVs, the Tahoe and Suburban, get the latest infotainment system with a 4G LTE connection and support for Android Auto and Apple CarPlay. As it's always been, the Suburban is your ride if you need to fill all three rows and take luggage too. It's hard to justify the Tahoe over Chevy's own Traverse crossover, which is almost as capable and far more comfortable.

Base Engine 5.3L/355-hp/383-lb-ft V-8
Opt Engine None
Drivetrain Front engine, RWD/4WD, 6A
Towing 8,300-8,600 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 54%

EPA ECON CITY/HWY: 15-16/22-23 MPG **0-60 MPH:** 6.7-7.3 SEC

MINOR

Chevrolet Traverse

A capable three-row crossover from Chevy.

BASE PRICE \$32,100-\$45,040 **BODY TYPE** SUV

The Traverse is a great alternative to the Tahoe—it costs thousands less and has one of the best third rows in its segment. The crossover has a reasonably powerful V-6 and a towing capacity not far behind the Tahoe's. Factor in a far more confident driving experience, and it's easy to make a case for the Traverse. This year, LT trims gain the option of a Leather and Driver Confidence package, which pairs blind-spot monitoring and rear cross-traffic alert with a plush interior.

Base Engine 3.6L/281-288-hp/266-270-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/4WD, 6A
Towing 5,200 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 46%

EPA ECON CITY/HWY: 16-17/23-24 MPG **0-60 MPH:** 7.5-8.0 SEC*

UNCHANGED

Chevrolet Trax

A subcompact crossover that doesn't stand out.

BASE PRICE \$21,000-\$27,500* **BODY TYPE** SUV

The Trax is a mainstream subcompact crossover that doesn't stand out too much from its competition but does most things fairly well. It has a quiet ride and feels nimble around town, but the interior is disappointingly bland, even on pricey LTZ models. Additionally, its platform, which was just introduced two years ago, already feels dated. It's not that the Trax does anything terribly wrong; it's just that the competition does everything better for about the same money.

Base Engine 1.4L/138-hp/148-lb-ft turbo I-4
Opt Engine None
Drivetrain Front engine, FWD/4WD, 6A
Towing N/A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 44%

EPA ECON CITY/HWY: 24-26/31-34 MPG **0-60 MPH:** 9.0-10.1 SEC



MINOR

Chrysler Town & Country

A minivan we might not see again.

BASE PRICE \$30,990-\$41,290 **BODY TYPE** Minivan

To celebrate Chrysler's 90th birthday, a commemorative Anniversary Edition is being rolled out. It gets unique badges, keyless entry and ignition, heating for the steering wheel and first two rows of seats, and a power sunroof. Oh, and we still can't get enough of the excellent Stow 'n Go seats. This generation Town & Country is likely going away soon, so expect to see Chrysler, a well-established player in the segment, bring a next-generation model to market.

EPA ECON CITY/HWY: 17/25 MPG **0-60 MPH:** 7.8 SEC

Base Engine 3.6L/283-hp/260-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD, 6A
Seats/Foldaway 7/2nd-3rd row
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 40%



MINOR



Dodge Durango

An aggressive but refined three-row crossover.

BASE PRICE \$31,500-\$45,000* **BODY TYPE** SUV

The Durango is a rugged take on the three-row crossover, complete with a Hemi V-8 option, a capable eight-speed automatic transmission, and communicative steering. The Durango has a livable third row, and in the Citadel trim the interior is downright luxurious. Outside, its handsome face is complemented by body-width LED taillamps. For shoppers looking for more power and style in the three-row segment, the Durango is worth checking out.

EPA ECON CITY/HWY: 14-19/22-25 MPG* **0-60 MPH:** 6.6-7.9 SEC

Base Engine 3.6L/290-295-hp/260-lb-ft V-6
Opt Engine 5.7L/360-hp/390-lb-ft V-8
Drivetrain Front engine, RWD/AWD/4WD, 8A
Towing 6,200-7,400 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 47%



UNCHANGED

Dodge Grand Caravan

A minivan that refuses to die.

BASE PRICE \$22,790-\$31,990 **BODY TYPE** Minivan

The Grand Caravan, which has the distinction of being the "cheapest minivan in America," is not dead yet, though rumors of its impending demise have swirled for years. As long as it's still around, it remains incredibly capable and versatile for a minivan. The Grand Caravan is one of the best ways to tote seven people around, especially for the price, which barely breaks \$20,000 to start.

EPA ECON CITY/HWY: 17/25 MPG **0-60 MPH:** 7.9 SEC

Base Engine 3.6L/283-hp/260-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD, 6A
Seats/Foldaway 7/2nd-3rd row
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 42%



UNCHANGED

Dodge Journey

A bold crossover that shouldn't offer three rows but does.

BASE PRICE \$21,890-\$34,290 **BODY TYPE** SUV

As with most Fiat Chrysler vehicles, opting for the Pentastar V-6 is the way to go as you'll want to avoid the Journey's weak standard inline-four. While the Journey does have an available third row and optional all-wheel drive, the Grand Caravan is arguably the better choice for hauling friends and family. The Journey's higher trim levels are impressively equipped but can get pricey if you want the V-6 and all-wheel drive, but there are plenty of trim levels to choose from.

EPA ECON CITY/HWY: 16-19/24-26 MPG **0-60 MPH:** 7.5-9.0 SEC*

Base Engine 2.4L/173-hp/166-lb-ft I-4
Opt Engine 3.6L/283-hp/260-lb-ft V-6
Drivetrain Front engine, FWD/AWD, 4A/6A
Towing 1,000-2,500 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 44%



ALL-NEW



Fiat 500X

A butch take on a dainty car.

BASE PRICE \$20,900-\$29,900 **BODY TYPE** SUV

Fiat takes the 500's cute styling cues to the oh-so-hot compact crossover segment. Despite its rugged style, the 500X is primarily a smooth pavement operator. We suggest passing on the base engine for the 2.4-liter I-4 and nine-speed automatic transmission combo, but don't expect stellar fuel economy. While the transmission has had some teething issues, Fiat is confident a software refresh will fix them. All-wheel drive is available, and the interior is funky and well finished.

EPA ECON CITY/HWY: 21-25/30-34 MPG **0-60 MPH:** 8.5-9.0 SEC*

Base Engine 1.4L/160-hp/184-lb-ft turbo I-4
Opt Engine 2.4L/180-hp/175-lb-ft I-4
Drivetrain Front engine, FWD/AWD, 6M/9A
Towing N/A
Basic Warranty 4 yrs/50,000 miles



UNCHANGED



Ford Edge/Sport

An aggressively styled crossover worthy of its name.

BASE PRICE \$29,000-\$41,000* **BODY TYPE** SUV

The popular Edge gains the latest Sync 3 infotainment system, which Ford says will remedy the raft of consumer complaints about MyFord Touch. When considering engines, the base turbo-four is more than adequate with plenty of power for normal driving. But the Sport model's turbo V-6 feels like a V-8, meaning it has almost no turbo lag and great low-end power. Factor in aggressive suspension tuning and the Edge is a crossover that's as impressive to look at as it is to drive.

EPA ECON CITY/HWY: 17-22/24-30 MPG **0-60 MPH:** 5.7-7.5 SEC*

Base Engine 2.0L/245-hp/275-lb-ft turbo I-4
Opt Engines 3.5L/280-hp/250-lb-ft V-6; 2.7L/315-hp/350-lb-ft twin-turbo V-6
Drivetrain Front engine, FWD/AWD, 6A
Towing 2,000-3,500 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 49%

MAJOR

Ford F-150/Raptor

TRUCKS, CROSSOVERS, AND SUVs

A best-seller gets an aluminum body.



EPA ECON CITY/HWY: 15-19/21-26 MPG 0-60 MPH: 6.0-7.5 SEC*

BASE PRICE \$27,500-\$60,000* **BODY TYPE** Pickup

Ford's aluminum F-150 feels familiar, which is a good thing when it comes to the scores of people who want to trade in their old steel-bodied F-150s for the newer, lighter truck. While it functions and feels a lot like the truck that's long been the best-selling vehicle in America, Ford updated its workhorse with a slew of features including Pro Trailer Backup Assist. This system makes the tricky task of backing up with a trailer much easier by adding a knob that can be turned to direct the trailer while the truck automatically steers for you.

Base Engine 3.5L/282-hp/253-lb-ft V-6
Opt Engines 2.7L/325-hp/375-lb-ft twin-turbo V-6; 5.0L/385-hp/387-lb-ft V-8; 3.5L/365-hp/420-lb-ft twin-turbo V-6*
Drivetrain Front engine, RWD/4WD, 6A/10A
Towing 7,600-12,200 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 57%



UNCHANGED

Ford Escape

A compromise between a CR-V and a CX-5.

BASE PRICE \$24,345-\$30,630 **BODY TYPE** SUV

The Escape is based on the compact Ford Focus, and that's a good thing. Hop into Ford's smallest SUV, and it is apparent there are still good genes in there. Despite its lifted stature, the Escape dances along the road happily. It's spritely and feels much smaller than it is. Springing for anything with EcoBoost in the name is a good idea. The latest Sync 3 system, newly added this year, promises to address the problems we've had with MyFord Touch.

EPA ECON CITY/HWY: 21-23/28-32 MPG 0-60 MPH: 6.8-9.5 SEC*

Base Engine 2.5L/168-hp/170-lb-ft I-4
Opt Engines 1.6L/178-hp/184-lb-ft turbo I-4; 2.0L/240-hp/270-lb-ft turbo I-4
Drivetrain Front engine, FWD/AWD, 6A
Towing 1,500-3,500 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 46%



MINOR

Ford Expedition/EL

A fossil that has still yet to evolve.

BASE PRICE \$46,290-\$63,840 **BODY TYPE** SUV

The Expedition hasn't changed much in years, although Ford's big-boy SUV still has the best third row in the segment thanks to an unobtrusive independent rear suspension setup. Opt for the EL if you need more cargo capacity. King Ranch and Platinum models provide a level of refinement on par with the Lincoln Navigator. When you're in an Expedition, you know it; this is a giant SUV that requires finesse when maneuvering through crowded parking lots.

EPA ECON CITY/HWY: 14-16/20-22 MPG 0-60 MPH: 6.5 SEC

Base Engine 3.5L/365-hp/420-lb-ft twin-turbo V-6
Opt Engine None
Drivetrain Front engine, RWD/4WD, 6A
Towing 9,200 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 49%



MAJOR

Ford Explorer

A great name on an OK crossover.

BASE PRICE \$31,645-\$53,545 **BODY TYPE** SUV

The Explorer is starting to class up Ford showrooms, especially with its new Platinum trim level. (Think Lincoln without Matthew McConaughey.) When Ford redesigned its popular model, it had utility in mind. That's why it added a foot-activated tailgate and power-folding third row. The new, available 2.3-liter turbo-four is quite good on the highway but struggles a bit when the road gets steep. Passenger comfort could be better, and the base interior design is a bit bland.

EPA ECON CITY/HWY: 16-19/22-28 MPG 0-60 MPH: 5.7-8.6 SEC*

Base Engine 3.5L/290-hp/255-lb-ft V-6
Opt Engines 2.3L/280-hp/310-lb-ft turbo I-4; 3.5L/365-hp/350-lb-ft twin-turbo V-6
Drivetrain Front engine, FWD/AWD, 6A
Towing 3,000-5,000 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 50%



UNCHANGED

Ford Flex

An underrated darling.

BASE PRICE \$30,000-\$44,000* **BODY TYPE** SUV

When the minivan became terminally uncool, Ford introduced the Flex. It's a quiet, refined, and well-equipped three-row crossover that turns into a rocket when equipped with the turbocharged V-6. The gobs of torque on tap can quickly turn the boxy family hauler into a vomit comet for unsuspecting passengers—it's awesome. Sync 3 is added this year, which uses new hardware and software to improve MyFord Touch. A new Appearance package adds black trim.

EPA ECON CITY/HWY: 16-18/23-25 MPG 0-60 MPH: 5.9-7.9 SEC

Base Engine 3.5L/287-hp/254-lb-ft V-6
Opt Engine 3.5L/365-hp/350-lb-ft twin-turbo V-6
Drivetrain Front engine, FWD/AWD, 6A
Towing 4,500 lb
Basic Warranty 3 yrs/36,000 miles
Safety IIHS: TSP
IntelliChoice 5-Yr Retained Value 46%



UNCHANGED

Ford Super Duty

A truck that's certainly "built Ford tough."

BASE PRICE \$33,580-\$71,595 **BODY TYPE** Pickup

With the Ram 3500HD cranking out an astonishing 900 lb-ft of torque, the Super Duty's 860 lb-ft has a little catching up to do. But the truth is 860 lb-ft is far more than most people would ever begin to utilize, even with heavy-duty hauling to do. The Ford is somewhat heavier than its competition, but it has a better ride, even with an empty bed. It's a great heavy-duty truck if you can deal with having "only" 860 lb-ft.

EPA ECON CITY/HWY: NOT RATED **0-60 MPH:** 8.0-9.5 SEC*

Base Engine 6.2L/316-385-hp/397-405-lb-ft V-8
Opt Engine 6.7L/440-hp/860-lb-ft t'diesel V-8
Drivetrain Front engine, RWD/4WD, 6A
Towing 16,100-31,200 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 56%



UNCHANGED

Ford Transit

A European van living in America.

BASE PRICE \$32,155-\$45,190 **BODY TYPE** Van

Ford made the right move ditching the old Econoline and bringing the European-style Transit from overseas. The big van offers more configurations than the Econoline, better fuel economy, and a vastly improved driving experience. The Transit is massive, but surprisingly it drives more like a car than a delivery van. All vans come standard with a backup camera and trailer-hitch assist, while Sync 3 and sliding rear doors are now optional.

EPA ECON CITY/HWY: 14/19 MPG; NOT RATED (I-5) **0-60 MPH:** 7.6-12.5 SEC

Base Engine 3.7L/275-hp/260-lb-ft V-6
Opt Engines 3.5L/310-hp/400-lb-ft twin-turbo V-6; 3.2L/185-hp/350-lb-ft t'diesel I-5
Drivetrain Front engine, RWD, 6A
Seats/Foldaway 2-15/none
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 45%



UNCHANGED

Ford Transit Connect

A remarkably capable compact cargo van.

BASE PRICE \$23,555-\$30,180 **BODY TYPE** Van

Just a few years ago, you couldn't find a work van this size in America. While too small for some big jobs (that's what the Transit is for), the Transit Connect is roomy for its segment, versatile, and relatively fuel-efficient. Its 2,000-pound towing capacity is also an advantage over the CVT-equipped Nissan NV200, which has a "not recommended" warning instead of a tow rating. Non-California vans with the base engine come standard with flex-fuel capability, allowing use of E85.

EPA ECON CITY/HWY: 20-22/28-30 MPG **0-60 MPH:** 8.7-10.2 SEC

Base Engine 2.5L/169-hp/171-lb-ft I-4
Opt Engine 1.6L/178-hp/184-lb-ft turbo I-4
Drivetrain Front engine, FWD, 6A
Seats/Foldaway 2-7/2nd-3rd row
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 45%



MINOR

GMC Acadia

A glitzy, snub-nosed three-row crossover.

BASE PRICE \$31,900-\$51,210 **BODY TYPE** SUV

The Acadia, which is at its best in the upscale Denali trim, features a roomy, luxurious interior with a clean dashboard design and the latest OnStar with a 4G LTE connection. The Acadia rides on an older platform and lacks some of the driver-assist and safety features seeping into other competitors in the segment, but it's an otherwise handsome, clean-cut, and capable three-row people hauler.

EPA ECON CITY/HWY: 16-17/23-24 MPG **0-60 MPH:** 7.7-8.4 SEC*

Base Engine 3.6L/281-288-hp/266-270-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6A
Towing 5,200 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 47%



MAJOR

GMC Canyon

A small and stylish truck.

BASE PRICE \$22,000-\$40,000* **BODY TYPE** Pickup

Along with its Chevrolet Colorado twin, the Canyon has helped revive the stagnant midsize truck segment. As is the case with the larger Sierra, the primary reason to pick the GMC over the Chevy is styling. The Canyon gets standard rear wheelhouse liners and LED accent lights available on the Colorado—a small distinction for a small price difference. The front grille treatment is completely different, lending the Canyon a look more along the lines of a mini-Sierra.

EPA ECON CITY/HWY: 17-22/24-31 MPG* **0-60 MPH:** 7.4-9.3 SEC

Base Engine 2.5L/200-hp/191-lb-ft I-4
Opt Engines 3.6L/305-hp/269-lb-ft V-6; 2.8L/181-hp/369-lb-ft t'diesel I-4
Drivetrain Front engine, RWD/4WD, 6M/6A
Towing 3,500-7,700 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 56%



MAJOR

GMC Sierra

An F-150 competitor with great fashion sense.

BASE PRICE \$28,000-\$54,500* **BODY TYPE** Pickup

The Sierra looks far more dashing than its twin, the Chevrolet Silverado, giving credence to the most popular reason to opt for the GMC: styling. The Chevy has muscular bulges and body-colored elements, but the Sierra has more flash. There's a smattering of LED lights and a lot of chrome, especially on the Denali trim. The eight-speed automatic transmission will be available on some 5.3-liter V-8-equipped models, replacing the older, less efficient six-speed.

EPA ECON CITY/HWY: 15-18/21-24 MPG* **0-60 MPH:** 6.0-7.4 SEC*

Base Engine 4.3L/285-hp/305-lb-ft V-6
Opt Engines 5.3L/355-hp/383-lb-ft V-8; 6.2L/420-hp/460-lb-ft V-8
Drivetrain Front engine, RWD/4WD, 6A/8A
Towing 7,600-12,000 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 56%



UNCHANGED

GMC Sierra HD

A hulking truck with panache.

BASE PRICE \$33,500-\$66,000* **BODY TYPE** Pickup

Want to get hard work done and don't care about having the truck with the most torque available? Then the Sierra HD is a solid choice in the heavy-duty segment. The main reason to choose the GMC over its Chevrolet Silverado HD kin is its looks. If you move people as often as cargo, the high-end Denali trim is appointed sumptuously, has a lot of useful features, and takes the Sierra HD to luxurious places Chevy can't go.

EPA ECON CITY/HWY: NOT RATED **0-60 MPH:** 70-8.3 SEC*

Base Engine 6.0L/360-hp/380-lb-ft V-8
Opt Engine 6.6L/397-hp/765-lb-ft t' diesel V-8
Drivetrain Front engine, RWD/4WD, 6A
Towing 14,800-23,200 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 3-4 stars
IntelliChoice 5-Yr Retained Value 57%



MAJOR

GMC Terrain

A compact crossover that could be better.

BASE PRICE \$25,500-\$37,000* **BODY TYPE** SUV

The smallest GMC is actually quite roomy, with excellent second-row legroom compliments of a sliding bench. This year several two-tone combinations have been added to help dress up the interior. While the base inline-four engine is a popular choice, we like the V-6, which works well with the six-speed automatic transmission. The Terrain has a comfortable ride but suffers from body roll and seriously light steering.

EPA ECON CITY/HWY: 16-22/23-32 MPG **0-60 MPH:** 6.8-9.6 SEC*

Base Engine 2.4L/182-hp/172-lb-ft I-4
Opt Engine 3.6L/301-hp/272-lb-ft V-6
Drivetrain Front engine, FWD/AWD, 6A
Towing 1,500-3,500 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 49%



UNCHANGED

GMC Yukon/XL

A big, boxy SUV that's subtly beautiful.

BASE PRICE \$49,000-\$72,000* **BODY TYPE** SUV

Both the standard and extended-wheelbase versions of GMC's big SUV get a few changes, gaining a standard capless fuel-filler across the line and a standard hands-free liftgate for SLT models. The Yukon is a great option for those towing a boat and taking a couple of friends for a ride, too. Going to use all three rows regularly? The extended-wheelbase XL is the way to go. The Denali trim has a bigger V-8 and provides passengers with near-Escalade luxury.

EPA ECON CITY/HWY: 14-16/20-23 MPG **0-60 MPH:** 6.1-6.8 SEC*

Base Engine 5.3L/355-hp/383-lb-ft V-8
Opt Engine 6.2L/420-hp/460-lb-ft V-8
Drivetrain Front engine, RWD/4WD, 6A/8A
Towing 8,300-8,500 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 52%



UNCHANGED

Honda CR-V

A family-friendly compact crossover with little character.

BASE PRICE \$24,500-\$34,000* **BODY TYPE** SUV

We don't typically like CVTs, but Honda's continuously variable transmission is smooth and refined in the CR-V. The compact crossover features top-notch steering and handling, which lends the cubby-filled Honda a more upscale feel. The infotainment system has some dated graphics but is easy to use. A power liftgate and power driver's seat with memory are two big convenience wins, and the available Honda Sensing suite of active safety features is worth considering.

EPA ECON CITY/HWY: 26-27/33-34 MPG **0-60 MPH:** 8.3-8.5 SEC*

Base Engine 2.4L/185-hp/181-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD/AWD, CVT
Towing 1,500 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 53%



ALL-NEW

Honda HR-V

A high-riding Honda Fit that we love.

BASE PRICE \$19,995-\$22,045 **BODY TYPE** SUV

The HR-V sits between the Fit and the CR-V. The compact crossover enters a rapidly growing, seriously competitive segment, but so far it hasn't had any trouble standing out or finding buyers. The HR-V is available with all-wheel drive, a high seating position, and an adaptable rear-seat arrangement with a lot of positions that make stashing any combination of passengers and cargo a cinch. Note that the inline-four engine, plucked from the Civic, is best with the CVT.

EPA ECON CITY/HWY: 25-28/32-35 MPG **0-60 MPH:** 8.5-9.5 SEC*

Base Engine 1.8L/141-hp/127-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6M/CVT
Towing N/A
Basic Warranty 3 yrs/36,000 miles



UNCHANGED

Honda Odyssey

A minivan we want to own.

BASE PRICE \$30,000-\$45,500* **BODY TYPE** Minivan

The Odyssey is still our favorite minivan even though an all-new model is due to come out soon. It's a wonderfully practical way to haul around a growing family. The Odyssey takes kid schlepping seriously and has available features including a 16.2-inch rear entertainment system, a chiller box, and a built-in vacuum. There's a removable cubby between the captain's chairs in the second row, which are insanely comfortable.

EPA ECON CITY/HWY: 19/28 MPG **0-60 MPH:** 7.4 SEC

Base Engine 3.5L/248-hp/250-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD, 6A
Seats/Foldaway 7-8/3rd row
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 47%



Honda Pilot

A top choice in the three-row crossover segment.

BASE PRICE \$30,875-\$47,300 **BODY TYPE** SUV

Honda's biggest crossover went from the back of the pack to the front this year. The all-new three-row crossover is handsome and surprisingly athletic. The Pilot's new advanced torque-vectoring all-wheel-drive system boasts four terrain modes. Active safety features have been added to the Pilot, and the interior is updated with a dual-screen infotainment system. The third row is spacious and even easier to access than before, thanks to a folding second row.

Base Engine 3.5L/280-hp/262-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6A/9A
Towing 5,000 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 54%

ALL-NEW

EPA ECON CITY/HWY: 18-20/26-27 MPG **0-60 MPH:** 7.8-8.2 SEC*



Hyundai Santa Fe

A modern looking, moderately priced three-row crossover.

BASE PRICE \$31,295-\$41,795 **BODY TYPE** SUV

Hyundai's Santa Fe has three rows of seating and one of the better interiors in its segment. The optional panoramic sunroof is stunning and really opens up the interior. The Santa Fe's ride is best if you stick with the standard 18-inch aluminum wheels; the plus-size wheels exacerbate some unsavory ride qualities. Power from the V-6 is more than adequate, although with a full load of cargo and passengers the Santa Fe will strain a bit on steep hills.

Base Engine 3.3L/290-hp/252-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6A
Towing 5,000 lb
Basic Warranty 5 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 48%

UNCHANGED

EPA ECON CITY/HWY: 17-18/22-25 MPG **0-60 MPH:** 7.2 SEC



UNCHANGED

Hyundai Santa Fe Sport

A compact crossover with a misleading name.

BASE PRICE \$25,845-\$38,245 **BODY TYPE** SUV

The Santa Fe Sport is a two-row crossover, not a three-row crossover like the larger Santa Fe. But we're confused by the lack of sport despite its name. The Santa Fe's engines have good output and excellent fuel economy, but the small crossover is pretty pedestrian otherwise. At least it's reasonably priced. Heavily optioned Santa Fe Sport models have handsome leather-trimmed interiors with plenty of features and a straightforward infotainment system.

Base Engine 2.4L/190-hp/181-lb-ft I-4
Opt Engine 2.0L/265-hp/269-lb-ft turbo I-4
Drivetrain Front engine, FWD/AWD, 6A
Towing 3,500 lb
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 47%

EPA ECON CITY/HWY: 18-20/24-27 MPG **0-60 MPH:** 8.5-9.3 SEC



ALL-NEW

Hyundai Tucson/Fuel Cell

A crossover we thought Hyundai had killed off.

BASE PRICE \$23,000-\$28,500* **BODY TYPE** SUV

We thought Hyundai would kill off the Tucson; it did the opposite. The Tucson is another step forward in Hyundai's march upmarket. Inside the redesigned two-row crossover is a clean dashboard reminiscent of the luxurious Genesis sedan. The Tucson gets Hyundai's latest suite of active safety features and is now available with the 1.6-liter turbo-four and seven-speed dual-clutch automatic transmission from the Sonata Eco, a powertrain available in either FWD or AWD configurations.

Base Engine 2.0L/164-hp/151-lb-ft I-4
Opt Engines 1.6L/175-hp/195-lb-ft turbo I-4; hydrogen fuel cell elec, 134 hp/221 lb-ft
Drivetrain Front engine, FWD/AWD, 1A/6A/7-sp twin-cl auto
Towing N/A
Basic Warranty 5 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 49%

EPA ECON CITY/HWY: 21-26/26-33 MPG; 49/51 MPG-E **0-60 MPH:** 7.5-12.5 SEC*



Infiniti QX30 (2017)

A swanky crossover that prioritizes sportiness.

BASE PRICE \$33,000* **BODY TYPE** SUV

The QX30 small crossover will have the same engines and chassis as the forthcoming Q30 hatchback, but it will ride a little higher. Underpinning the new Infiniti is a platform from Mercedes-Benz also used for the GLA-Class, a really good thing in our book. The QX30 features a standard turbo inline-four paired to a seven-speed dual-clutch automatic transmission with power routed through a rear-biased AWD system. Translation: The QX30 should be a whole lot of fun.

Base Engine 2.0L/208-hp/258-lb-ft I-4*
Opt Engine None
Drivetrain Front engine, AWD, 7-sp twin-cl auto*
Towing N/A
Basic Warranty 4 yrs/60,000 miles

ALL-NEW

EPA ECON CITY/HWY: 24/32 MPG* **0-60 MPH:** 6.9 SEC*



MAJOR

Infiniti QX50

A compromised crossover we wouldn't recommend.

BASE PRICE \$37,000-\$38,500* **BODY TYPE** SUV

Infiniti stretched the compact QX50, formerly the EX35, to give passengers in the second row 4.3 inches of additional legroom. The powertrain carries over, although with 325 hp, the well-worn 3.7-liter V-6 is still a fun engine to wring out. Changes made to the QX50 will help address some of our complaints about interior space, but the competition does all the same things as this aging crossover without such severe packaging problems.

Base Engine 3.7L/325-hp/267-lb-ft V-6
Opt Engine None
Drivetrain Front engine, RWD/AWD, 7A
Towing N/A
Basic Warranty 4 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 47%

EPA ECON CITY/HWY: 17/24-25 MPG* **0-60 MPH:** 5.5-6.2 SEC*

Infiniti QX60

A hard-creased crossover with space for seven.

BASE PRICE \$43,500-\$46,500* **BODY TYPE** SUV

The Infiniti QX60 is an excellent way to ferry around as many as seven people. The second row slides fore and aft, which means getting to the third row isn't a chore, and features including tri-zone climate control to coddle passengers. Abundant safety features, such as a surround-view camera system and rear cross-traffic alert, make the three-row easy to pilot in parking lots. The QX60 is a perfectly pleasant three-row crossover with a lot of style but not a lot of swagger.

Base Engine 3.5L/265-hp/248-lb-ft V-6
Opt Engine 2.5L s'chg'd I-4 + elec, 250 hp
Drivetrain Front engine, FWD/AWD, CVT
Towing 3,500 lb
Basic Warranty 4 yrs/60,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 46%

MINOR

EPA ECON CITY/HWY: 19-26/26-28 MPG **0-60 MPH:** 8.0-8.2 SEC

Infiniti QX70

A handsome crossover with the soul of a sports car.

BASE PRICE \$46,845-\$54,695 **BODY TYPE** SUV

The QX70, formerly the FX35, has always held a special place in our hearts because any crossover as convincingly sporty as the QX70 is worth considering. Even though the crossover is built on aged bones, it carves through corners with more gusto than you'd expect. We miss the powerful V-8, but the V-6 is no slouch. When it debuted, the QX70 was advanced for its time. While that time has passed, the QX70 remains a solid choice.

Base Engine 3.7L/325-hp/267-lb-ft V-6
Opt Engine None
Drivetrain Front engine, RWD/AWD, 7A
Towing 2,000 lb
Basic Warranty 4 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 47%

UNCHANGED

EPA ECON CITY/HWY: 16-17/22-24 MPG **0-60 MPH:** 6.1 SEC

Infiniti QX80

An extra-large luxury SUV that floats down the road.

BASE PRICE \$64,500-\$90,000* **BODY TYPE** SUV

The massive QX80 serves as Infiniti's flagship SUV and embodies the large and luxurious feel that became popular when SUVs first boomed in the '90s. The Limited model is the most expensive and well-appointed QX80 and floats over bumps and potholes, cossetting driver and passengers as it does. The big V-8 has a mountain of torque that's always at the ready, affording you the ability to tow capably one day and commute in complete command the next.

Base Engine 5.6L/400-hp/413-lb-ft V-8
Opt Engine None
Drivetrain Front engine, RWD/AWD, 7A
Towing 8,500 lb
Basic Warranty 4 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 53%

UNCHANGED

EPA ECON CITY/HWY: 13-14/19-20 MPG **0-60 MPH:** 6.3 SEC

Jaguar F-Pace

An all-new kind of ride from Jaguar.

BASE PRICE \$53,000-\$63,000* **BODY TYPE** SUV

Jaguar jumps into the midsize crossover fray with the F-Pace, which aims to attract those looking for a sportier, more upscale model. The Jag's interior trim and overall performance should rival that of the Porsche Macan. To start, the F-Pace will come with two four-cylinder engines and a version of Jaguar's supercharged V-6. While the aluminum-bodied F-Pace crabs suspension bits from Land Rover, we're told this sharp-looking crossover will mostly be an on-road prowler.

Base Engine 2.0L/180-hp/318-lb-ft t'diesel I-4*
Opt Engines 2.0L/260-hp/258-lb-ft turbo I-4*; 3.0L/340-380-hp/332-lb-ft s'chg'd V-6*
Drivetrain Front engine, AWD, 8A*
Towing N/A
Basic Warranty 4 yrs/50,000 miles

ALL-NEW

EPA ECON CITY/HWY: 17-25/26-35 MPG* **0-60 MPH:** 5.5-7.5 SEC*

Jeep Cherokee/Trailhawk

A tough name on a tame crossover.

BASE PRICE \$24,290-\$31,590 **BODY TYPE** SUV

When the new Cherokee first arrived, we wondered if it would live up to its namesake's rugged rep. It certainly does in off-road-ready Trailhawk guise, although more civilian trims, which account for a majority of the midsize crossover's sales, are less capable off-road. Inside, the Cherokee boasts more rear legroom than the Grand Cherokee, though its interior isn't as lavish. The base four-cylinder isn't bad, but we prefer the power of the V-6 to handle the Jeep's heft.

Base Engine 2.4L/184-hp/171-lb-ft I-4
Opt Engine 3.2L/271-hp/239-lb-ft V-6
Drivetrain Front engine, FWD/AWD/4WD, 9A
Towing 2,000-4,500 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 47%

UNCHANGED

EPA ECON CITY/HWY: 19-22/25-31 MPG **0-60 MPH:** 7.5-9.8 SEC*

Jeep Compass

A Jeep for the street.

BASE PRICE \$20,390-\$27,685 **BODY TYPE** SUV

The Compass is one of Jeep's entry-level models with a Grand Cherokee-like approach, but with the Renegade now here, its future and that of the cheaper Patriot are in doubt. The Compass features relatively capable and efficient powertrains, and it's surprisingly roomy in the cabin, with a huge back seat. Like all Jeeps, the Compass is available with a trail-rated AWD system and can tow up to 2,000 pounds, but this is one Jeep you're not likely to find off-road very often.

Base Engine 2.0L/158-hp/141-lb-ft I-4
Opt Engine 2.4L/172-hp/165-lb-ft I-4
Drivetrain Front engine, FWD/AWD, 5M/6A/CVT
Towing 1,000-2,000 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 48%

UNCHANGED

EPA ECON CITY/HWY: 20-23/23-30 MPG **0-60 MPH:** 9.2-10.5 SEC*



MAJOR

Jeep Grand Cherokee/SRT

A Jeep that should appeal to just about anyone.

BASE PRICE \$31,000-\$66,000* **BODY TYPE** SUV

The Grand Cherokee has a wide range of appeal. It's a rock-solid, well-appointed SUV with seating for five that goes on- or off-road with authority. Its available 3.0-liter EcoDiesel V-6 will attract some shoppers, as will its leather-trimmed interior. If the totally adequate V-6 doesn't have enough grunt for you, opt for the V-8 and its 7,400-pound towing capacity. Or go totally insane and get the SRT model. For about \$65,000, it matches up well against its six-figure German competitors.

EPA ECON CITY/HWY: 13-22/19-30 MPG* **0-60 MPH:** 4.4-7.8 SEC*

Base Engine 3.6L/295-hp/265-lb-ft V-6*
Opt Engines 3.0L/240-hp/420-lb-ft t* diesel V-6; 5.7L/360-hp/390-lb-ft V-8; 6.4L/475-hp/470-lb-ft V-8
Drivetrain Front engine, RWD/AWD/4WD, 8A
Towing 6,200-7,400 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 (or 5) stars RWD (4WD)
IntelliChoice 5-Yr Retained Value 51%



UNCHANGED

Jeep Patriot

A crossover you'd buy only for its badge.

BASE PRICE \$18,290-\$27,285 **BODY TYPE** SUV

The small Jeep is the most affordable model in the brand's lineup. The Patriot's sheetmetal hasn't changed significantly since 2007, and its platform is getting long in the tooth. The Patriot is the cheapest Jeep, and it feels like it, but you can get it with significant Trail Rated off-road capability, like with all Jeeps. Now that the all-new and only slightly more expensive Renegade is on the scene, we suspect the Patriot won't be long for this world.

EPA ECON CITY/HWY: 20-23/23-30 MPG **0-60 MPH:** 9.5-10.5 SEC*

Base Engine 2.0L/158-hp/141-lb-ft I-4
Opt Engine 2.4L/172-hp/165-lb-ft I-4
Drivetrain Front engine, FWD/AWD, 5M/6A/CVT
Towing 1,000-2,000 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 50%



UNCHANGED

Jeep Renegade/Trailhawk

A cute ute with off-roading chops.

BASE PRICE \$19,000-\$27,500* **BODY TYPE** SUV

We've been impressed so far with the Renegade, and while it looks more cutesy than rugged per Jeep tradition, like all Jeeps it's capable, on- or off-road. It'll tackle trails with aplomb in the Trailhawk trim, although most owners will be taking far more trips to Target than to the trailhead. The small Jeep is decked out with nostalgic touches and has plenty of head- and legroom. The Renegade reminds us that a Jeep is a Jeep because of what it does, not how it looks.

EPA ECON CITY/HWY: 21-24/29-31 MPG **0-60 MPH:** 8.5-9.1 SEC*

Base Engine 1.4L/160-hp/184-lb-ft turbo I-4
Opt Engine 2.4L/180-hp/175-lb-ft I-4
Drivetrain Front engine, FWD/AWD, 6M/9A
Towing 2,000 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 47%



MINOR

Jeep Wrangler/Unlimited

A relic we relish.

BASE PRICE \$24,190-\$41,690 **BODY TYPE** SUV

Another year, another special edition. The Black Bear Special Edition, named after a mountain pass in Colorado, sports a topographical map hood decal, a blacked-out grille, gray bumpers, and a leather-trimmed steering wheel. While the four-door Wrangler Unlimited models are the most popular sellers, every Wrangler is extraordinarily capable off-road. The Wrangler's off-road prowess comes with some on-road trade-offs, including vague steering and more wind noise.

EPA ECON CITY/HWY: 16-17/20-21 MPG **0-60 MPH:** 6.6-8.4 SEC

Base Engine 3.6L/285-hp/260-lb-ft V-6
Opt Engine None
Drivetrain Front engine, 4WD, 5A/6M
Towing 2,000-3,500 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 74%



UNCHANGED

Kia Sedona

A Sedona you can finally consider buying.

BASE PRICE \$27,295-\$40,795 **BODY TYPE** Minivan

The recently revamped Sedona is arguably the best-looking minivan on the market and has become a serious player in the segment. Optional captain's chairs are like first-class airline seats, reclining and adjusting in all the right ways, and the SXL model has an interior draped in Nappa leather. While there aren't quite as many family-friendly storage and other options found in competitive offerings, the Sedona's sense of style is what helps set it apart in a pretty drab segment.

EPA ECON CITY/HWY: 17-18/22-25 MPG **0-60 MPH:** 7.8 SEC

Base Engine 3.3L/276-hp/248-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD, 6A
Seats/Foldaway 7-8/3rd row
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 44%



ALL-NEW

Kia Sorento

A chiseled crossover that Kia is constantly improving.

BASE PRICE \$25,795-\$43,995 **BODY TYPE** SUV

Kia is taking stairs two at a time with its Sorento, which moves even further upmarket after a complete redesign. The Sorento's exterior is distinctive but not extroverted. Limited models get Nappa leather, a wood-trimmed steering wheel, and active safety features. Three engines are available, but the turbo-four is our favorite, with ample power and better fuel economy than the V-6. (It is worth noting that opting for the V-6 is the only way to get three rows of seating.)

EPA ECON CITY/HWY: 17-21/23-29 MPG **0-60 MPH:** 7.3-9.5 SEC*

Base Engine 2.4L/185-hp/178-lb-ft I-4
Opt Engines 2.0L/240-hp/260-lb-ft turbo I-4; 3.3L/290-hp/252-lb-ft V-6
Drivetrain Front engine, FWD/AWD, 6A
Towing 2,000-5,000 lb
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 49%



UNCHANGED

Kia Sportage

A Korean crossover that looks great.

BASE PRICE \$23,045-\$32,385 **BODY TYPE** SUV

Forget the ugly Sportage of yesteryear; the small crossover is now downright desirable. This year Kia made a few changes to the Sportage's trim packages. EX models get keyless entry standard, and the LX's Popular package adds a rearview camera and automatic headlights. Our favorite Sportage is the balanced SX, with its powerful turbo-four engine and nicely weighted steering. The Sportage has a few small suspension issues but is otherwise a great small crossover.

EPA ECON CITY/HWY: 19-21/25-28 MPG **0-60 MPH:** 7.3-9.0 SEC*

Base Engine

2.4L/180-hp/176-177-lb-ft I-4

Opt Engine

2.0L/260-hp/269-lb-ft turbo I-4

Drivetrain Front engine, FWD/AWD, 6A

Towing 2,000 lb

Basic Warranty 5 yrs/60,000 miles

Safety NHTSA: 4/5 stars (FWD/AWD)

IntelliChoice 5-Yr Retained Value 50%



UNCHANGED



Land Rover Discovery Sport

A big comeback for Disco.

BASE PRICE \$38,450 **BODY TYPE** SUV

The Discovery Sport is more apt to make waves at the country club than fording a stream. Like all Land Rovers, it's more than capable off-road, but like most luxury crossovers, it will see far more urban use. The turbo-four is just stout enough, though we look forward to the diesel engine option earmarked for our market. The nine-speed automatic shifts smoothly, and the interior is excellent. But skip the optional third-row seats that are barely big enough for young children.

EPA ECON CITY/HWY: 20/26 MPG **0-60 MPH:** 7.8 SEC*

Base Engine

2.0L/240-hp/251-lb-ft turbo I-4

Opt Engine None

Drivetrain Front engine, 4WD, 9A

Towing 4,400 lb

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 46%



UNCHANGED

Land Rover LR4

A swan song for the LR4.

BASE PRICE \$51,395 **BODY TYPE** SUV

The LR4 is a longstanding member of Land Rover's lineup and an SUV with off-road chops and the ability to haul seven passengers. It's big but has great outward visibility, making it easier to maneuver than the average SUV. The fact remains, though, that the LR4 is saddled with an outdated chassis and a reputation for shaky reliability. If you want one, you best head to a Land Rover dealer soon, as the coming all-new Discovery is slated to replace it next year.

EPA ECON CITY/HWY: 15/19 MPG **0-60 MPH:** 7.0 SEC*

Base Engine

3.0L/340-hp/332-lb-ft s'chg'd V-6

Opt Engine None

Drivetrain Front engine, 4WD, 8A

Towing 7,700 lb

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 52%



MAJOR



Land Rover Range Rover

An archetype getting better with age.

BASE PRICE \$85,945-\$200,490 **BODY TYPE** SUV

The Land Rover Range Rover is a fantastic SUV. It has long been a status symbol, an executive sedan alternative that's elegant, lavish, comfortable, and yes, capable off-road. The Range Rover will offer a diesel V-6 this year, which means fewer fill-ups without sacrificing overall power or capability. A V-8 is available, although you'll find the supercharged V-6 has more than enough grunt and refinement. If you want a high-end luxury SUV, you can't go wrong with a Range Rover.

EPA ECON CITY/HWY: 14-22/19-28 MPG* **0-60 MPH:** 5.0-7.8 SEC*

Base Engine

3.0L/340-hp/332-lb-ft s'chg'd V-6

Opt Engine 3.0L/380-hp/332-lb-ft

s'chg'd V-6; 3.0L/254-hp/440-lb-ft

t'diesel V-6; 5.0L/510-550-hp/

461-502-lb-ft s'chg'd V-8

Drivetrain Front engine, 4WD, 8A

Towing 7,700 lb

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 44%



MINOR



Land Rover Range Rover Evoque

A contemporary and fashion-forward compact crossover.

BASE PRICE \$42,470-\$47,670 **BODY TYPE** SUV

Land Rover's stylish Evoque gets a few new touches this year, including full LED headlights, a new touchscreen, and a gesture-controlled power tailgate. Inside, new seats and door casings get more color options. The big news, though, is a third body style. Joining the four-door Evoque and two-door Evoque Coupe will be a drop-top convertible, which could be a hit or a disaster like the Nissan Murano CrossCabriolet. We're betting it will fare well in the market.

EPA ECON CITY/HWY: 21/30 MPG **0-60 MPH:** 7.4 SEC

Base Engine

2.0L/240-hp/250-lb-ft turbo I-4

Opt Engine None

Drivetrain Front engine, AWD, 9A

Towing 3,500 lb

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 49%



MAJOR



Land Rover Range Rover Sport/SVR

A cossetting and capable crossover we love.

BASE PRICE \$65,945-\$112,345 **BODY TYPE** SUV

The Range Rover Sport adds three new variants this year. The first is a diesel that should offer improved fuel economy without sacrificing performance. Then there's the HST, positioned just above the base Sport but below the Supercharged, powered by the supercharged V-6 from the Jaguar F-Type. Finally, there's the SVR, the most powerful Land Rover ever. It borrows its supercharged V-8 from the F-Type and re-examines every aspect of the Sport with an eye toward performance.

EPA ECON CITY/HWY: 14-22/19-28 MPG* **0-60 MPH:** 4.4-7.8 SEC*

Base Engine

3.0L/340-hp/332-lb-ft s'chg'd V-6

Opt Engine 3.0L/380-hp/332-lb-ft

s'chg'd V-6; 3.0L/254-hp/440-lb-ft

t'diesel V-6; 5.0L/510-550-hp/461-502-

lb-ft s'chg'd V-8

Drivetrain Front engine, 4WD, 8A

Towing 7,700 lb

Basic Warranty 4 yrs/50,000 miles



UNCHANGED

Lexus GX

An old, bulky, body-on-frame luxury SUV.

BASE PRICE \$51,000* **BODY TYPE** SUV

The GX 460 is one of the last of a dying breed: a body-on-frame luxury SUV. On the plus side, its trucklike platform lends the GX a ruggedness and off-road capability, including a 6,500-pound towing capacity, that other SUVs in its class lack. The GX looks and feels a lot like the big American SUVs, and it features a luxuriously trimmed interior, but even an exhaustive refresh couldn't quite make the GX look or feel as current as the new breed of car-based luxury crossovers.

Base Engine 4.6L/301-hp/329-lb-ft V-8
Opt Engine None
Drivetrain Front engine, 4WD, 6A
Towing 6,500 lb
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 52%

EPA ECON CITY/HWY: 15/20 MPG **0-60 MPH:** 6.9 SEC

MAJOR

Lexus LX

A rugged and refined three-row SUV.

BASE PRICE \$84,000* **BODY TYPE** SUV

Lexus' luxury off-roader, the eight-passenger LX, gets some small additions designed to move it even more upscale. LEDs help brighten up the LX's light banks, and a new taillight treatment, rear bumper, and a one-piece spindle grille spice up the exterior. More tech has been added inside, and Lexus has swapped the six-speed automatic transmission for a new eight-speed unit, which should improve fuel economy and overall responsiveness of the big body-on-frame SUV.

Base Engine 5.7L/383-hp/403-lb-ft V-8
Opt Engine None
Drivetrain Front engine, 4WD, 8A
Towing 7,000 lb*
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 55%

EPA ECON CITY/HWY: 13/18 MPG* **0-60 MPH:** 6.5 SEC*

UNCHANGED

Lexus NX

A small crossover with a big personality.

BASE PRICE \$35,500-\$41,000* **BODY TYPE** SUV

The exterior of the NX compact crossover is edgy and its spindle grille is in your face bold, but its interior is soft and cushy, the sort of thing you've come to expect from Lexus. With the base turbo-four engine, the NX is fairly responsive but far from quick; it takes more than 7 seconds to hit 60 mph. If you drive in the city frequently, the hybrid NX 300h is a good pick. Savings at the gas pump don't come at the expense of driving dynamics or compromised interior volume.

Base Engine 2.0L/235-hp/258-lb-ft turbo I-4
Opt Engine 2.5L I-4 + elec, 194 hp
Drivetrain Front engine, FWD/AWD, 6A/CVT
Towing 2,000 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 53%

EPA ECON CITY/HWY: 22-35/27-31 MPG **0-60 MPH:** 7.0-8.3 SEC

ALL-NEW

Lexus RX

A year-after-year success for Lexus.

BASE PRICE \$42,500-\$49,000* **BODY TYPE** SUV

The RX is a cash cow that keeps on mooing for Lexus, and that shouldn't change with the all-new model, although it features a take on the Lexus spindle grille that's more polarizing than before. The cabin looks similar to the last RX's, but Lexus has added many comfort and convenience features including a touch-free power rear liftgate and keyless entry touchpads for the rear doors. For just \$650, you can add a package with all of the brand's latest active safety systems.

Base Engine 3.5L/300-hp/270-lb-ft V-6*
Opt Engine 3.5L V-6 + elec, 300 hp*
Drivetrain Front engine, FWD/AWD, 8A/CVT
Towing 3,500 lb*
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 57%

EPA ECON CITY/HWY: 19-34/26-30 MPG* **0-60 MPH:** 6.5-7.5 SEC*

UNCHANGED

Lincoln MKC

A comfortable compact crossover that looks good.

BASE PRICE \$34,185-\$41,650 **BODY TYPE** SUV

Yes, the MKC is based on the Ford Escape, but it doesn't look or feel like the Ford. The top-of-the-line MKC Reserve takes the compact crossover to a different luxury level, with supple Bridge of Weir leather, a panoramic glass roof, and heated and ventilated front seats. The MKC's adjustable suspension features a Comfort mode that's plush bordering on willowy and a Sport mode that's not too stiff but helps it turn-in well. You won't get a whiff of Ford from behind the wheel.

Base Engine 2.0L/240-hp/270-lb-ft turbo I-4
Opt Engine 2.3L/285-hp/305-lb-ft turbo I-4
Drivetrain Front engine, FWD/AWD, 6A
Towing 3,000 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 41%

EPA ECON CITY/HWY: 18-20/26-29 MPG **0-60 MPH:** 6.5-7.6 SEC

UNCHANGED

Lincoln MKT

A weird and wild three-row crossover with character.

BASE PRICE \$44,500-\$46,500* **BODY TYPE** Sedan

The MKT has one of the best engines in its class—a turbo-charged EcoBoost V-6 that helps the MKT charge up on-ramps with confidence. The handling is soft and complaint, and there's a wonderful balance of steering feel between low and high speeds. Inside the three-row is awash in leather and wood trim, and it features nifty amenities such as a chiller box. It's easily one of the best three-row crossovers for passengers if you can get past its quirky looks.

Base Engine 3.7L/303-hp/278-lb-ft V-6
Opt Engine 3.5L/365-hp/350-lb-ft twin-turbo V-6
Drivetrain Front engine, FWD/AWD, 6A
Towing 2,000-4,500 lb
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 41%

EPA ECON CITY/HWY: 16-17/23-25 MPG **0-60 MPH:** 6.1-7.7 SEC



Lincoln MKX

A Ford Edge with a split-wing grille.

BASE PRICE \$39,025-\$43,520 **BODY TYPE** SUV

Underneath the MKX's elegant sheetmetal lurks a Ford Edge platform, which is good news if you're considering the MKX, as the Edge is a spirited driver, especially with the optional 2.7-liter EcoBoost V-6. With that engine, the MKX is the most powerful front-wheel-drive vehicle of any kind on sale (all-wheel drive is available and is better suited to handle that power), and it should prove to be one of the more entertaining options in its segment.

Base Engine 3.7L/300-hp/280-lb-ft V-6
Opt Engine 2.7L/335-hp/380-lb-ft twin-turbo V-6
Drivetrain Front engine, FWD/AWD, 6A
Towing 2,000-3,500 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 43%

ALL-NEW

EPA ECON CITY/HWY: 16-17/23-26 MPG **0-60 MPH:** 5.7-7.2 SEC*



Lincoln Navigator/L

A statement-making SUV with space for seven or eight.

BASE PRICE \$64,285-\$66,650 **BODY TYPE** SUV

The Navigator is about \$10,000 cheaper than its main rival, the Cadillac Escalade. While the Caddy has a solid rear axle, the Navigator has independent rear suspension, which allowed engineers to better package the third-row seats so they would be habitable by adults. The Navigator's twin-turbo V-6 is about as responsive as the Escalade's V-8, but the Navigator's interior quality isn't as impressive, which isn't that surprising seeing how it costs so much less.

Base Engine 3.5L/380-hp/460-lb-ft twin-turbo V-6
Opt Engine None
Drivetrain Front engine, RWD/AWD, 6A
Towing 9,000 lb
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 43%

UNCHANGED

EPA ECON CITY/HWY: 15-16/19-22 MPG **0-60 MPH:** 6.2 SEC



Mazda CX-3

A compact crossover with good looks but no space.

BASE PRICE \$20,840-\$22,090 **BODY TYPE** SUV

The CX-3 is great to drive and makes a style statement in an otherwise bland segment. In other words, it does what every other Mazda does. Think of the CX-3 as a slightly taller Mazda3 with better ground clearance and available all-wheel drive. The CX-3's compact dimensions make for some trade-offs, namely a tight rear seat and smallish cargo area, which puts the CX-3 at a slight disadvantage with respect to its competition.

Base Engine 2.0L/146-hp/146-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6A
Towing N/A
Basic Warranty 3 yrs/36,000 miles

ALL-NEW

EPA ECON CITY/HWY: 27-29/32-35 MPG **0-60 MPH:** 8.6 SEC



Mazda CX-5

A crossover that does everything well.

BASE PRICE \$22,675-\$30,350 **BODY TYPE** SUV

The CX-5 is really good at a lot of things. Take it on a twisty mountain road, and it will perform better than you'd expect for a crossover. Around town it will accommodate passengers and luggage while delivering nearly 30 mpg combined. This year the interior has been updated with a better infotainment system, adaptive cruise control, and other safety features. Driving dynamics have also improved thanks to chassis refinement, making our favorite small crossover even better.

Base Engine 2.0L/155-hp/150-lb-ft I-4
Opt Engine 2.5L/184-hp/185-lb-ft I-4
Drivetrain Front engine, FWD/AWD, 6M/6A
Towing 2,000 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 50%

MAJOR

EPA ECON CITY/HWY: 24-26/30-35 MPG **0-60 MPH:** 7.8-9.3 SEC



Mazda CX-9

A sporty but stifled crossover in need of a redo.

BASE PRICE \$31,000-\$33,000* **BODY TYPE** SUV

The Mazda CX-9 is a great driver's crossover, but it has been surpassed by its competition in terms of technology the last few years. Although it boasts a large cargo area, its cramped third row hobbles the Mazda, and its aging V-6 is far less efficient than Mazda's new cutting-edge Skyactiv engines. Mazda is readying a replacement, which should arrive in 2017 and address our concerns without treading on the driving experience we've come to expect.

Base Engine 2.5L/184-hp/185-lb-ft I-4*
Opt Engine 2.5L/300-hp/295-lb-ft turbo I-4*
Drivetrain Front engine, FWD/AWD, 6A*
Towing 3,500 lb*
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 48%*

ALL-NEW

EPA ECON CITY/HWY: 18-21/25-30 MPG* **0-60 MPH:** 7.1-9.1 SEC*



Mercedes-Benz G-Class/G65

A civilian version of a military vehicle from Mercedes-Benz.

BASE PRICE \$117,000*-\$218,825 **BODY TYPE** SUV

We're tempted to call the G-Class "unchanged" because the more things change, the more the G-Class stays (mostly) the same. That's not to say the brawny, body-on-frame off-roader with three locking differentials doesn't get some new kit here and there. And the G65 that debuts this year marks the first time a V-12 has been offered for the G-Class. For those looking for the biggest and baddest engine in their AMG-tuned SUV, the twin-turbo V-12 is it.

Base Engine 5.5L/382-hp/391-lb-ft V-8
Opt Engine 5.5L/536-hp/560-lb-ft twin-turbo V-8; 6.0L/621-hp/738-lb-ft twin-turbo V-12
Drivetrain Front engine, 4WD, 7A
Towing 7,000 lb*
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 46%

MAJOR

EPA ECON CITY/HWY: 12/14-15 MPG* **0-60 MPH:** 4.8-6.1 SEC*



UNCHANGED

Mercedes-Benz GL-Class/GL63

A three-row crossover with a diverse model lineup.

BASE PRICE \$65,475-\$122,025 **BODY TYPE** SUV

The GL-Class exhibits an overall athleticism that doesn't quite match up with its big, flat sheetmetal, but its range of trims, from the diesel to the wicked GL63, offers something for everyone. The three-row SUV is available with a full suite of the latest driver aids. Its optional heated and ventilated front seats can also give you an on-demand massage, and the available diamond-quilted leather seating helps make the GL-Class feel high end.

EPA ECON CITY/HWY: 13-19/17-26 MPG **0-60 MPH:** 4.7-7.5 SEC**Base Engine**

3.0L/240-hp/455-lb-ft t'diesel V-6

Opt Engine 3.0L/362-hp/369-lb-ft

twin-turbo V-6; 4.7L/429-hp/516-lb-ft

twin-turbo V-8; 5.5L/550-hp/560-lb-ft

twin-turbo V-8

Drivetrain Front engine, AWD, 7A**Towing** 7,500 lb**Basic Warranty** 4 yrs/50,000 miles**IntelliChoice 5-Yr Retained Value** 46%

MINOR

Mercedes-Benz GLA-Class/GLA45

A relatively inexpensive and surprisingly spacious Benz.

BASE PRICE \$32,500-\$50,000* **BODY TYPE** SUV

What do you see when you look at a GLA-Class: a lifted hatchback or a small SUV? Mercedes-Benz doesn't really mind what you envision, as long as the main thing you see is an affordable way into the Mercedes-Benz family. The GLA-Class is a lot like the CLA-Class it's based on, but with more off-road ability and a little more room for stuff. The GLA-Class has better rear headroom, too. For you hooligans, the GLA45 AMG is a rowdy little ute that handles like a hot hatch.

EPA ECON CITY/HWY: 23-25/29-35 MPG* **0-60 MPH:** 4.2-6.9 SEC***Base Engine**

2.0L/208-hp/258-lb-ft turbo I-4

Opt Engine

2.0L/375-hp/350-lb-ft turbo I-4

Drivetrain Front engine, FWD/AWD,

7-sp twin-cl auto

Towing N/A**Basic Warranty** 4 yrs/50,000 miles**IntelliChoice 5-Yr Retained Value** 48%

ALL-NEW

Mercedes-Benz GLC-Class

A small crossover we're excited about.

BASE PRICE \$39,875-\$41,875 **BODY TYPE** SUV

We like the C-Class sedan so much we named it an All-Star last year. So when we found out the GLC-Class is built on the same platform as the C-Class and has the same engines and a similar interior, we got excited. The GLC-Class ditches the boxy styling of the GLK-Class it replaces, opting for a more carlike shape. The interior is roomier and drenched in style. The GLC-Class will launch with a turbo-four, but a diesel, a plug-in hybrid, and an AMG variant should soon follow.

EPA ECON CITY/HWY: 21/29 MPG* **0-60 MPH:** 6.5 SEC***Base Engine**

2.0L/241-hp/273-lb-ft turbo I-4

Opt Engine None**Drivetrain** Front engine, RWD/AWD, 9A**Towing** 3,500 lb***Basic Warranty** 4 yrs/50,000 miles**IntelliChoice 5-Yr Retained Value** 48%

MAJOR

M-B GLE-Class/GLE550e PHEV/GLE63 S

A new name and look for an old favorite.

BASE PRICE \$52,025-\$108,025 **BODY TYPE** SUV

The M-Class is now called the GLE-Class, signifying its place as the crossover variant of the E-Class in Benz's lineup. Despite the name change, the GLE-Class will follow the same pattern of comfort, quality, and top-notch engineering that defined the M-Class. In fact, outside of its handsome face-lift, the GLE-Class will be largely the same. An all-new twin-turbo V-6 is now available, as is a smooth plug-in hybrid with nearly 30 miles of all-electric range.

EPA ECON CITY/HWY: 13-22/17-29 MPG* **0-60 MPH:** 4.2-8.9 SEC***Base Engine** 3.5L/302-hp/273-lb-ft V-6**Opt Engine** 2.1L/201-hp/369-lb-ft t'diesel

I-4; 3.0L/329-hp/354-lb-ft twin-turbo

V-6; 3.0L twin-turbo V-6 + elec, 436 hp;

5.5L/550-577-hp/516-561-lb-ft

twin-turbo V-8

Drivetrain Front engine, RWD/AWD, 7A/9A**Towing** 6,600-7,500 lb***Basic Warranty** 4 yrs/50,000 miles**Safety** NHTSA: 5 stars; IIHS: TSP+

ALL-NEW

Mercedes-Benz GLE Coupe/GLE63 S

A trendy body style to take on BMW.

BASE PRICE \$60,000-\$110,000* **BODY TYPE** SUV

Mercedes-Benz typically responds to every unique model built by its rival BMW, and vice versa. The GLE-Class Coupe is clearly a response to the BMW X6. Two engines are offered for the GLE Coupe: a meaty twin-turbo V-6 and a hand-built twin-turbo V-8 from AMG that sounds delicious. If you want style and luxury without a six-figure price, the GLE450 is a sweet spot. If you have the cash, though, there's no replacement for displacement.

EPA ECON CITY/HWY: 13-18/20-23 MPG* **0-60 MPH:** 4.2-6.0 SEC***Base Engine**

3.0L/362-hp/384-lb-ft twin-turbo V-6

Opt Engine

5.5L/577-hp/561-lb-ft twin-turbo V-8

Drivetrain Front engine, AWD, 7A/9A**Towing** 6,600-7,500 lb***Basic Warranty** 4 yrs/50,000 miles

ALL-NEW

Mercedes-Benz Metris

A baby Sprinter with lots of space.

BASE PRICE \$30,000* **BODY TYPE** Van

The Metris is about the same length as the Honda Odyssey, though a little skinnier and a fair bit taller. Compared with the Ford Transit and Nissan NV200, the smaller Mercedes van is not only more capacious but also more capable. Alongside the cargo variant will be a passenger van aimed squarely at the delivery market. The Lincoln Town Car is long gone, and the Metris is hoping to see some success as an executive car.

EPA ECON CITY/HWY: NOT RATED **0-60 MPH:** 9.0 SEC***Base Engine**

2.0L/208-hp/258-lb-ft turbo I-4

Opt Engine None**Drivetrain** Front engine, RWD, 7A**Seats/Foldaway** 2-8/None**Basic Warranty** 3 yrs/36,000 miles



UNCHANGED

Mercedes-Benz Sprinter

A longstanding favorite in the world of work vans.

BASE PRICE \$37,000-\$50,000* **BODY TYPE** Van

Before the Sprinter, big Detroit-built boxes dominated the commercial van market. But now the Sprinter is king of the hill. The big Benz is available with one of two turbodiesel engines and can be turned into anything from an emergency vehicle to a luxury RV, thanks to an avid upfitting aftermarket. For the most demanding conditions, a 4WD Sprinter is now available, which should help the Mercedes-Benz cargo van compete in nearly any conceivable segment.

EPA ECON CITY/HWY: NOT RATED **0-60 MPH:** 512.4-13.0 SEC*

Base Engine 2.1L/161-hp/266-lb-ft t' diesel I-4
Opt Engine 3.0L/188-hp/325-lb-ft t' diesel V-6
Drivetrain Front engine, RWD/AWD/4WD, 5A/7A
Towing 7,500 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 43%



MINOR

Mini Countryman/JCW

A high-riding soft-roader with spunk.

BASE PRICE \$23,600-\$36,200 **BODY TYPE** SUV

The not-so-mini Countryman retains much of the character of the spunky Hardtop 4 Door but with more interior room. That said, while the Countryman's turbo-four engine preserves some of the sportiness we like in the Hardtop, don't expect the Countryman to match the smaller car's handling chops. We're not in love with the present car's interior, which has hard-to-use switchgear for basic functions, although that should be remedied with the coming all-new model.

EPA ECON CITY/HWY: 23-27/30-34 MPG **0-60 MPH:** 6.6-10.9 SEC

Base Engine 1.6L/121-hp/114-lb-ft I-4
Opt Engine 1.6L/181-208-hp/177-207-lb-ft turbo I-4
Drivetrain Front engine, FWD/AWD, 6M/6A
Towing N/A
Basic Warranty 4 yrs/50,000 miles
Safety IIHS: TSP
IntelliChoice 5-Yr Retained Value 57%



UNCHANGED

Mini Paceman/JCW

A big Mini that feels small.

BASE PRICE \$24,400-\$36,450 **BODY TYPE** SUV

The Paceman prioritizes style and performance over utility. Compared with the Hardtop coupe, the two-door Paceman is a little bit roomier, still has a good measure of sportiness, and offers all-wheel drive. The sloping roofline impinges on rear seat headroom and cargo capacity but also gives the Mini a sexy silhouette. For 2016 the Fully Loaded package is now available on JCW models; the City, Technology, and Loaded packages have been scrapped.

EPA ECON CITY/HWY: 23-27/30-34 MPG **0-60 MPH:** 6.5-10.8 SEC

Base Engine 1.6L/121-hp/114-lb-ft I-4
Opt Engine 1.6L/181-208-hp/177-207-lb-ft turbo I-4
Drivetrain Front engine, FWD/AWD, 6M/6A
Towing N/A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 53%



MAJOR

Mitsubishi Outlander

A three-row crossover that used to be a lot worse.

BASE PRICE \$23,845-\$31,845 **BODY TYPE** SUV

The Outlander got more than the usual mid-cycle refresh, gaining a new front fascia, new taillights, and a much-needed interior makeover. Soft-touch materials have been added in all the right places, the fake-wood dashboard gets nicer piano black inserts, and the steering wheel doesn't feel as plasticky as it used to. The crossover is now a lot quieter, too. A low price, lots of features, and a third row of seats remain the crossover's strengths.

EPA ECON CITY/HWY: 20-25/27-31 MPG **0-60 MPH:** 7.4-9.4 SEC*

Base Engine 2.4L/166-hp/162-lb-ft I-4
Opt Engine 3.0L/224-hp/215-lb-ft V-6
Drivetrain Front engine, FWD/AWD, 6A/CVT
Towing 3,500 lb
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 4/5 stars (FWD/AWD); IIHS: TSP+
IntelliChoice 5-Yr Retained Value 43%



UNCHANGED

Mitsubishi Outlander Sport

A Mitsubishi we actually like.

BASE PRICE \$20,500-\$26,000* **BODY TYPE** SUV

The Outlander Sport is a handsome, affordable small crossover that should be on any entry-level buyer's shopping list. The 2.4-liter four-cylinder added as an optional engine late last year produces 20 hp more than the base 2.0-liter, making it a worthwhile upgrade. We expect the bigger engine will make the Outlander Sport more fun to drive. While we prefer the slick manual transmission, it's only available on the base trim with the 2.0-liter engine. Too bad.

EPA ECON CITY/HWY: 23-24/26-30 MPG **0-60 MPH:** 8.6-9.0 SEC

Base Engine 2.0L/148-hp/145-lb-ft I-4
Opt Engine 2.4L/168-hp/167-lb-ft I-4
Drivetrain Front engine, FWD/AWD, 5M/CVT
Towing N/A
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 4 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 42%



UNCHANGED

Nissan Armada

An archaic body-on-frame beast with little appeal.

BASE PRICE \$39,500-\$55,000* **BODY TYPE** SUV

The Armada is huge, thirsty, and unwieldy, and it reveals its truck-based roots over broken pavement. That's what we said about it in 2009. Things haven't really changed since. The Armada has a relatively comfortable interior when you're not jouncing over potholes, power is adequate but less than it should be, and fuel economy is below average. Unless you need the towing capability, you'll be better off with a Pathfinder.

EPA ECON CITY/HWY: 12-13/18-19 MPG* **0-60 MPH:** 6.8 SEC

Base Engine 5.6L/317-hp/385-lb-ft V-8
Opt Engine None
Drivetrain Front engine, RWD/4WD, 5A
Towing 9,000 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 46%



UNCHANGED

Nissan Frontier

A midsize truck badly in need of an update.

BASE PRICE \$19,000-\$36,000* **BODY TYPE** Pickup

The Frontier remains a solid offering, but it has long played second fiddle to the Toyota Tacoma. With the debut of the Chevrolet Colorado/GMC Canyon and the new Tacoma, though, the aging Frontier is in dire need of an update. The Frontier is best with the V-6, which doesn't give up much in fuel savings over the underpowered inline-four. For 2016 the Pro-4X trim adds navigation. Our favorite feature is the bed extender that turns the 5-foot bed into a 6-footer.

EPA ECON CITY/HWY: 15-19/21-23 MPG **0-60 MPH:** 7.2-9.5 SEC*

Base Engine 2.5/152-hp/171-lb-ft I-4
Opt Engine 4.0L/261-hp/281-lb-ft V-6
Drivetrain Front engine, RWD/4WD, 5M/6M/5A
Towing 3,500-6,500 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 60%



UNCHANGED

Nissan Juke

A frog-faced crossover with sports car aspirations.

BASE PRICE \$21,500-\$31,000* **BODY TYPE** SUV

The Juke's styling has been controversial from the outset, but get past that and you'll find a fun little ute. Look for the one with the NISMO badge, which is a whole lot of fun when the road gets curvy. Though most of its interior is unimpressive, the supportive faux suede-trimmed seats are excellent. The four-door compact crossover has the personality of a sports car and handles well whether you pick the manual transmission and front-wheel drive or CVT and all-wheel drive.

EPA ECON CITY/HWY: 22-28/29-34 MPG **0-60 MPH:** 6.4-7.3 SEC

Base Engine 1.6L/188-hp/177-lb-ft turbo I-4
Opt Engine 1.6L/211-215-hp/184-210-lb-ft turbo I-4
Drivetrain Front engine, FWD/AWD, 6M/CVT
Towing N/A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 48%



UNCHANGED

Nissan Murano

An impressive crossover with lots of character.

BASE PRICE \$31,000-\$41,500* **BODY TYPE** SUV

The Murano's redesign pushed it solidly into premium territory, where it now competes against crossovers such as the Lexus RX. Though we think the exterior is a bit much, there's no denying the Murano is unique. Its ride is quiet and controlled, and the stylish, sloping roof doesn't impinge on rear headroom or cargo capacity. Inside, the handsome cabin features high-quality trim, the latest in Nissan's tech options, and comfortable "zero gravity" seats.

EPA ECON CITY/HWY: 21/28 MPG **0-60 MPH:** 7.0-7.4 SEC

Base Engine 3.5L/260-hp/240-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/AWD, CVT
Towing 1,500 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 48%



MINOR

Nissan NV

A carefully laid out cargo van.

BASE PRICE \$27,500-\$39,500* **BODY TYPE** Van

Nissan's big NV cargo van is a thoughtful entry in a recently revitalized segment. A couple of body lengths and roof heights are available, and you can comfortably stand up inside the high-roof model. The NV's low price point, attention to detail, and Nissan's reputation for reliability have contributed to the van's popularity. There is plenty of lockable storage up front, storage bins above the windshield, slide-out trays under the seats, and four big cupholders.

EPA ECON CITY/HWY: NOT RATED **0-60 MPH:** 8.4-9.7 SEC*

Base Engine 4.0L/261-hp/281-lb-ft V-6
Opt Engine 5.6L/317-hp/385-lb-ft V-8
Drivetrain Front engine, RWD, 5A
Seats/Foldaway 2-12/None
Basic Warranty 5 yrs/100,000 miles
IntelliChoice 5-Yr Retained Value 45%



UNCHANGED

Nissan NV200/Taxi

A compact cargo van that's perfect for cities.

BASE PRICE \$22,500-\$31,000* **BODY TYPE** Van

The NV200 is a simple, inexpensive entry in the burgeoning small van segment. It pairs a fuel-efficient inline-four with 122.7 cubic feet of cargo space and up to 1,480 pounds of payload. If you plan to tow, the Nissan isn't for you because its CVT keeps it from being tow-rated. Otherwise, the NV200 is an agreeable driver, especially on city streets, where it drives a lot like a tall, super-spacious Versa. If that sounds good, the NV200 might be the right tool for your job.

EPA ECON CITY/HWY: 24/26 MPG **0-60 MPH:** 10.1 SEC

Base Engine 2.0L/131-hp/139-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD, CVT
Towing N/A
Basic Warranty 5 yrs/100,000 miles
IntelliChoice 5-Yr Retained Value 45%



MINOR

Nissan Pathfinder

A fantastic example of a three-row crossover.

BASE PRICE \$31,000-\$44,500* **BODY TYPE** SUV

The Pathfinder does an excellent job of serving families who would rather not put their children in a minivan. Inside, the first two rows have lots of space, and the third row is better than expected. The crossover is quiet and composed, though it can't quite hide its girth under hard cornering. Though the hybrid powertrain is no more, the V-6 and CVT combination does an excellent job of delivering smooth power and competitive fuel economy.

EPA ECON CITY/HWY: 19-20/26-27 MPG **0-60 MPH:** 7.3 SEC

Base Engine 3.5L/260-hp/240-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/AWD, CVT
Towing 5,000 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 47%

ALL-NEW

Nissan Titan/XD

TRUCKS, CROSSOVERS, AND SUVs

A truck that's making a class of its own.



EPA ECON CITY/HWY: NOT RATED 0-60 MPH: 7.0-9.0 SEC*

BASE PRICE \$30,000-\$46,000* **BODY TYPE** Pickup

The Titan has been an also-ran in the full-size truck segment for a while now, but Nissan hopes to change its fortunes for the better with not only a new truck but also with a new niche truck segment. Nissan figures there's space between full-size and heavy-duty trucks and will thrust the Titan into that space with the new Titan XD, which is powered by a turbodiesel V-8 that puts out 555 lb-ft of torque and can tow upward of 12,000 pounds. The new Titan looks good and the XD strategy sounds good to us, but will buyers notice?

Base Engine 4.0L/261-hp/281-lb-ft V-6*
Opt Engine 5.6L/420-hp/417-lb-ft V-8*;
 5.0L/310-hp/555-lb-ft t diesel V-8
Drivetrain Front engine, RWD/4WD, 6A
Towing 7,000-12,000 lb*
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 52%



UNCHANGED

Nissan Quest

BASE PRICE \$27,500-\$45,000* **BODY TYPE** Minivan

The Quest is perfectly adequate. It neither leads nor totally fails in any area. Response from its V-6 is good, but fuel economy is back of the pack. The interior is well-appointed, and the sliding second-row captain's chairs allow adults to sit comfortably in the third row. The handling is OK, but high-speed balance isn't the best. The Quest has often been passed over for the Honda Odyssey or Toyota Sienna, which is probably what you should do, too.

EPA ECON CITY/HWY: 20/27 MPG 0-60 MPH: 7.9 SEC

A minivan that is just OK.

Base Engine 3.5L/260-hp/240-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD, CVT
Seats/Foldaway 7/2nd-3rd row
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 42%



UNCHANGED

Nissan Rogue

BASE PRICE \$24,000-\$31,000* **BODY TYPE** SUV

The Rogue is a competent two-row crossover that has a few small differences this year. The SL trim gets a hands-free power liftgate, forward emergency braking is now part of the SL Premium package, and a blind-spot monitoring system is now radar-based. The Rogue is pleasant enough, with controlled body motions and well-weighted steering, but the inline-four engine/CVT combo feels coarse. The second row is spacious, but the optional third row is barely useful.

EPA ECON CITY/HWY: 25-26/32-33 MPG 0-60 MPH: 8.8-9.1 SEC*

A middling crossover with a tiny third row.

Base Engine 2.5L/170-hp/175-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD/AWD, CVT
Towing 1,000 lb
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 50%



UNCHANGED

Nissan Xterra

BASE PRICE \$25,000-\$32,500* **BODY TYPE** SUV

The Xterra is one of the few SUVs that cares more about being off-road capable than on-road comfortable. The Xterra's ride can be bouncy, its fuel economy isn't stellar, and its platform is getting long in the tooth. But none of that matters when the highway ends and the trails begin. For the full experience, choose the Pro-4X trim, which adds rugged tires, hill descent control, an electronic locking rear differential, and Bilstein dampers.

EPA ECON CITY/HWY: 15-16/20-22 MPG 0-60 MPH: 7.2-7.4 SEC*

An oldie but goodie that's built for the trail.

Base Engine 4.0L/261-hp/281-lb-ft V-6
Opt Engine None
Drivetrain Front engine, RWD/4WD, 6M/5A
Towing 5,000 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 51%



MAJOR

Porsche Cayenne/S E-Hybrid PHEV/Turbo S

BASE PRICE \$59,295-\$158,295 **BODY TYPE** SUV

Two new trims have been added to the Cayenne line: the sporty GTS and the 570-hp Turbo S. Outside of the autobahn network, we figure the Turbo and Turbo S are overkill. You can barely crack them open without potentially committing several felonies. The GTS has plenty of thrust from its twin-turbo V-6, and the diesel seamlessly blends luxury and efficiency. The interior of our favorite model, the GTS, is a mix of leather, Alcantara, and handsome accent stitching.

EPA ECON CITY/HWY: 21.4-21/21-29 MPG; 47 MPG-E COMB 0-60 MPH: 3.8-6.9 SEC*

A performance crossover that started a craze.

Base Engine 3.6L/300-hp/295-lb-ft V-6
Opt Engine 3.0L/240-hp/406-lb-ft t diesel V-6; 3.6L/420-440-hp/406-442-lb-ft twin-turbo V-6; 3.0L s'chg d V-6 + elec, 416 hp; 4.8L/520-570-hp/553-590-lb-ft twin-turbo V-8
Drivetrain Front engine, AWD, 8A
Towing 7,700 lb*
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 50%



Porsche Macan S/Turbo

A Cayman for those who want a compact crossover.

BASE PRICE \$53,595-\$74,895 **BODY TYPE** SUV

The Macan is one of the best-handling compact crossovers you can buy. The Turbo version is incredibly powerful, boasts a top speed of 164 mph, and is less than 0.5 second off the Cayenne Turbo S's 0-to-60 mph time. Though we love obscenely powerful vehicles, the Macan S should provide more than enough oomph for the majority of buyers. Interior fit and finish is top-notch, and back-seat room is reasonable, though cargo capacity is a bit smaller than we'd like.

EPA ECON CITY/HWY: 17/23 MPG **0-60 MPH:** 4.2-4.9 SEC

Base Engine

3.0L/340-hp/339-lb-ft twin-turbo V-6

Opt Engine 3.6L/400-hp/406-lb-ft twin-turbo V-6

Drivetrain Front engine, AWD, 7-sp twin-cl auto

Towing 4,400 lb

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 52%

UNCHANGED



Ram 1500/Rebel

A cushy truck that's still very capable.

BASE PRICE \$27,000-\$55,000* **BODY TYPE** Pickup

The Ram 1500 reminds us that a truck can be both luxurious and incredibly capable. The Hemi V-8 is still the go-to option if you want maximum towing and power, while the efficient 3.0-liter EcoDiesel V-6 is a nice compromise between the standard V-6 and the Hemi. Late last year we got the Laramie Limited, which is essentially a Longhorn with less chrome, and the Rebel, which is an off-road-ready variant with everything from skidplates to 33-inch tires.

EPA ECON CITY/HWY: 14-21/20-29 MPG **0-60 MPH:** 6.8-8.8 SEC*

Base Engine 3.6L/305-hp/269-lb-ft V-6

Opt Engine 3.0L/240-hp/420-lb-ft

t' diesel V-6; 5.7L/395-hp/410-lb-ft V-8

Drivetrain Front engine, RWD/4WD, 6A/8A

Towing 7,600-10,650 lb

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 4 stars

IntelliChoice 5-Yr Retained Value 52%

MINOR



Ram HD

A behemoth in the heavy-duty segment.

BASE PRICE \$32,680-\$67,675 **BODY TYPE** Pickup

There's a towing and torque war raging in the HD truck world, and for now the Ram HD is at the top of the heap. It delivers a staggering 900 lb-ft of torque and a towing capacity of 31,210 pounds thanks in large part to its 6.7-liter diesel powerplant. Power and muscle are only parts of the equation. The Ram has a rear camera that lets drivers see where a trailer's gooseneck is in relation to the truck's hitch. The lineup ranges from a work-truck trim to higher spec models with comfy cabins.

EPA ECON CITY/HWY: NOT RATED **0-60 MPH:** 8.5-9.5 SEC*

Base Engine 5.7L/383-hp/400-lb-ft V-8

Opt Engine 6.4L/370-410-hp/429-lb-ft

V-8; 6.7L/350-385-hp/660-900-lb-ft

t' diesel I-6

Drivetrain Front engine, RWD/4WD, 6M/6A

Towing 13,940-31,210 lb

Basic Warranty 3 yrs/36,000 miles

IntelliChoice 5-Yr Retained Value 51%

MINOR



Ram ProMaster

A spacious and straightforward commercial van.

BASE PRICE \$30,165-\$38,575 **BODY TYPE** Van

The ProMaster is a competent entry in the commercial van segment. Like many vans, you can get it bare-bones or option it up with tech such as a rearview camera for \$230, satellite radio for \$195, a 5.0-inch touchscreen with navigation for \$745, or power-folding mirrors for \$225. The big Ram is really comfortable on long hauls and is surprisingly nimble in tight spaces. As nimble as a nearly 18-foot-long van can be, that is.

EPA ECON CITY/HWY: NOT RATED **0-60 MPH:** 8.2-10.0 SEC*

Base Engine 3.6L/280-hp/260-lb-ft V-6

Opt Engine 3.0L/174-hp/295-lb-ft

t' diesel I-4

Drivetrain Front engine, FWD, 6A/6-sp auto-cl manual

Towing 5,100 lb

Basic Warranty 3 yrs/36,000 miles

IntelliChoice 5-Yr Retained Value 45%

UNCHANGED



Ram ProMaster City

A city-friendly cargo van you can customize.

BASE PRICE \$24,500-\$27,000* **BODY TYPE** Van

The smaller Ram cargo van boasts a number of best-in-class features, from its 1,883-pound max payload to its 131.7 cubic feet of cargo volume and impressive power output. Towing capacity is rated at 2,000 pounds, giving the little van more versatility than some of the competition. Its thoughtful design includes an upfit-ready cargo area, low step-in height, a front bumper designed to keep repair costs low, and a roomy cabin with lots of storage.

EPA ECON CITY/HWY: 21/29 MPG **0-60 MPH:** 9.8 SEC*

Base Engine 2.4L/178-hp/174-lb-ft I-4

Opt Engine None

Drivetrain Front engine, FWD, 9A

Towing 2,000 lb

Basic Warranty 3 yrs/36,000 miles

IntelliChoice 5-Yr Retained Value 43%

UNCHANGED



Subaru Forester

A serious contender in a seriously competitive segment.

BASE PRICE \$23,245-\$30,045 **BODY TYPE** SUV

The Forester is now available with Subaru's latest Starlink infotainment system, with either a 6.2- or 7.0-inch screen depending on trim level. Pinch your fingers on the screen to zoom in, swipe to change screens—use it like a smartphone. The Forester's outward visibility is great, its interior is roomy, and putting in a child-safety seat has never been easier. At its best in the sporty XT trim, the Forester is a fun, comfortable, family-friendly crossover.

EPA ECON CITY/HWY: 22-24/29-32 MPG **0-60 MPH:** 6.2-9.0 SEC

Base Engine

2.5L/170-hp/174-lb-ft flat-4

Opt Engine 2.0L/250-hp/258-lb-ft turbo flat-4

Drivetrain Front engine, AWD, 6M/CVT

Towing 1,500 lb

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 5 stars; IIHS: TSP+

IntelliChoice 5-Yr Retained Value 62%

UNCHANGED



MINOR

Subaru Outback

An attractive wagon that loves two-tracks.

BASE PRICE \$25,845-\$34,245 **BODY TYPE** SUV

Subaru's popular, go-anywhere wagon gets updates to its suspension and steering tuning for 2016. It also gets the latest Starlink infotainment system, and lane keeping assistance is now part of the EyeSight suite of safety technology. We like the inline-four better than the V-6, and handling is balanced and comfortable on the highway. The Outback has lost a little bit of the rugged charm we used to love, but it's as capable as ever and still feels best when the pavement ends.

EPA ECON CITY/HWY: 20-25/27-33 MPG **0-60 MPH:** 7.3-9.2 SEC

Base Engine

2.5L/175-hp/174-lb-ft flat-4

Opt Engine 3.6L/256-hp/247-lb-ft flat-6

Drivetrain Front engine, AWD, CVT

Towing 3,000 lb

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 5 stars; IIHS: TSP+

IntelliChoice 5-Yr Retained Value 56%



UNCHANGED

Subaru XV Crosstrek

A high-riding Impreza with machismo.

BASE PRICE \$22,500-\$31,000* **BODY TYPE** SUV

The XV Crosstrek is an Impreza wagon that got the Outback treatment with a higher ride height and bits of body cladding. There's a high, confidence-inspiring seating position that offers excellent forward visibility. Handling is balanced, and the steering is nicely weighted. Think of the XV as a cheaper, more efficient alternative to the Forester, perfect for those who lead an active lifestyle and like sharing their experiences with a few friends.

EPA ECON CITY/HWY: 123-30/31-34 MPG **0-60 MPH:** 8.8-10.3 SEC*

Base Engine

2.0L/148-hp/145-lb-ft flat-4

Opt Engine 2.0L flat-4 + elec, 160 hp

Drivetrain Front engine, AWD, 5M/CVT

Towing 1,500 lb

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 5 stars; IIHS: TSP+

IntelliChoice 5-Yr Retained Value 62%



ALL-NEW

Tesla Model X (2017)

An all-electric crossover.

BASE PRICE \$75,500-\$100,000* **BODY TYPE** SUV

The long-awaited Model X is said to be on track for deliveries starting just before 2016, though we still know precious little about the intriguing project. The SUV will accommodate up to seven passengers. Like the Model S, an all-electric powertrain means its packaging should be flexible and its cabin incredibly roomy. The powertrain will likely be one of the automaker's dual-motor systems, so expect standard all-wheel drive and a range of battery pack sizes.

EPA ECON CITY/HWY: 89-101/98-106 MPG-E* **0-60 MPH:** 4.5-6.5 SEC*

Base Motor

329-hp dual elec

Opt Motor 362-hp elec; 422-hp dual

elec; 691-hp dual elec

Drivetrain RWD/AWD, 1A

Towing N/A

Basic Warranty 4 yrs/50,000 miles



UNCHANGED

Toyota 4Runner/TRD Pro

An SUV that's better in the dirt than on the pavement.

BASE PRICE \$34,500-\$43,000* **BODY TYPE** SUV

The 4Runner is a mud hound through and through. One of the few remaining body-on-frame SUVs, the 4Runner prioritizes off-road ability over on-road comfort. It's not uncomfortable on the road per se, but its suspension feels a bit unsorted when the road gets bumpy. The bash-proof TRD Pro's extra ride height and softer suspension give the 4Runner a smoother ride over rough pavement, making the most focused off-road model the most comfortable 4Runner on road. Go figure.

EPA ECON CITY/HWY: 17/21-22 MPG **0-60 MPH:** 7.5 SEC

Base Engine

4.0L/270-hp/278-lb-ft V-6

Opt Engine None

Drivetrain

Front engine, RWD/AWD/4WD, 5A

Towing 5,000 lb

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 4 stars

IntelliChoice 5-Yr Retained Value 60%



UNCHANGED

Toyota Highlander

A boring but effective three-row crossover.

BASE PRICE \$31,000-\$51,000* **BODY TYPE** SUV

The Highlander is an agreeable three-row crossover that's just as comfortable schlepping the team to soccer practice as it is towing a small trailer to a campsite. Non-hybrid models now come standard with the Tow Prep package, so your Highlander will be ready for that vacation when you are. The V-6 makes adequate power and pairs nicely with the six-speed auto. Around town, the fuel-efficient Hybrid is a no-brainer, though its regenerative brakes are a bit touchy.

EPA ECON CITY/HWY: 18-28/24-28 MPG **0-60 MPH:** 7.1-8.7 SEC*

Base Engine

2.7L/185-hp/184-lb-ft I-4

Opt Engine 3.5L/270-hp/248-lb-ft V-6;

3.5L V-6 + elec, 280 hp

Drivetrain Front engine, FWD/AWD,

6A/CVT

Towing 5,000 lb

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 5 stars; IIHS: TSP+

IntelliChoice 5-Yr Retained Value 59%



MAJOR

Toyota Land Cruiser

An adventure-ready SUV.

BASE PRICE \$81,500* **BODY TYPE** SUV

The Land Cruiser has been thoroughly refreshed. A new eight-speed automatic should lend the SUV a bit more refinement and a fuel economy boost as well. The exterior features new bumpers, lights, and a new hood. The cabin gets better materials, and you can now get Toyota's Safety Sense suite, which includes dynamic cruise control, blind-spot monitoring, rear cross-traffic alerts, and a pre-collision system with pedestrian detection.

EPA ECON CITY/HWY: 14/19 MPG* **0-60 MPH:** 6.5 SEC

Base Engine

5.7L/381-hp/401-lb-ft V-8

Opt Engine None

Drivetrain Front engine, 4WD, 6A

Towing 8,200 lb

Basic Warranty 3 yrs/36,000 miles

IntelliChoice 5-Yr Retained Value 57%

ALL-NEW Toyota Tacoma

SUBARU | TESLA | TOYOTA

A fresh look for the king of the small trucks.



Base Engine 2.7L/159-hp/180-lb-ft I-4*
Opt Engine 3.5L/280-hp/270-lb-ft V-6*
Drivetrain Front engine, RWD/4WD, 6M/6A
Towing 3,500-6,500 lb*
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 65%



EPA ECON CITY/HWY: 17-20/23-27 MPG* 0-60 MPH: 6.9-9.0 SEC*

BASE PRICE \$22,000-\$37,500* **BODY TYPE** Pickup

The Tacoma hasn't changed much in the past decade, and really, it hasn't needed to, as its reign over the midsize truck segment has gone virtually unchallenged seemingly forever. But change has finally come and not a moment too soon with the Chevy Colorado and GMC Canyon ramping up. The Tacoma has a new 3.5-liter V-6, which has more power and better fuel economy than the outgoing engine, and the interior and exterior now look more modern but don't tread on the truck's traditional simplicity.



MAJOR

Toyota RAV4

An all-new hybrid version of a well-known model.

BASE PRICE \$24,500-\$30,000* **BODY TYPE** SUV

The popular RAV4 now has a hybrid variant. Toyota knows how to do hybrids, so it's a no-brainer addition that Toyota says will be more powerful and accelerate quicker than the base model. Its powertrain will likely be similar to the one found in the Lexus NX300h, a 2.5-liter inline-four complemented by a trio of electric motors. The RAV4 Hybrid will also have on demand all-wheel drive and a newly added suite of safety features, including adaptive cruise control.

Base Engine 2.5L/176-hp/172-lb-ft I-4
Opt Engine 2.5L I-4 + elec, 194 hp*
Drivetrain Front engine, FWD/AWD, 6A/CVT
Towing 1,500 lb*
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 55%

EPA ECON CITY/HWY: 22-35/29-33 MPG* 0-60 MPH: 8.0-8.7 SEC*



UNCHANGED

Toyota Sequoia

A worn-down SUV that won't get worn out.

BASE PRICE \$46,000-\$65,500* **BODY TYPE** SUV

The Sequoia is a comfortable and V-8-powered full-size SUV that harkens back to the days of truck-based giants and rides like the big land yachts of yesteryear. It leans in every corner and dives when you even think of touching the brakes. The efficient Highlander would better serve most families, but this big SUV is great for those with large toys that need to be trailered. Toyota will have to update the Sequoia soon to stay relevant in the segment.

Base Engine 5.7L/381-hp/401-lb-ft V-8
Opt Engine None
Drivetrain Front engine, RWD/4WD, 6A
Towing 7,400 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 55%

EPA ECON CITY/HWY: 13/17 MPG 0-60 MPH: 6.2-6.7 SEC



UNCHANGED

Toyota Sienna

A popular minivan with some cool features.

BASE PRICE \$30,000-\$44,000* **BODY TYPE** Minivan

The Sienna is one of the most popular minivans you can buy. Sliding doors might not be cool, but the Sienna's doors help make loading kids and cargo a cinch. The engine is responsive, the transmission shifts pretty seamlessly, and the steering is properly weighted. The Toyota is well-appointed inside, and a nifty Driver Easy Speak system allows the driver to communicate better with rear passengers via the sound system. It's the little things.

Base Engine 3.5L/266-hp/245-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD/AWD, 6A
Seats/Foldaway 7-8/3rd row
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 51%

EPA ECON CITY/HWY: 16-18/23-25 MPG 0-60 MPH: 7.1-7.4 SEC



MINOR

Toyota Tundra/TRD Pro

A truck that can't best the Americans.

BASE PRICE \$30,000-\$49,500* **BODY TYPE** Pickup

Toyota's full-size truck is good but hasn't been able to overtake the Chevy Silverado/GMC Sierra, Ford F-150, or Ram 1500 in the full-size truck race. The Tundra has a handsome interior that's downright lavish if you opt for the 1794 edition, and both available V-8s offer more than enough power to pull the big truck around with confidence. The Tundra's best off-road option is the TRD Pro edition, a faux desert-runner from the factory with an advanced Bilstein suspension setup.

Base Engine 4.6L/310-hp/327-lb-ft V-8
Opt Engine 5.7L/381-hp/401-lb-ft V-8
Drivetrain Front engine, RWD/4WD, 6A
Towing 6,800-10,500 lb
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 64%

EPA ECON CITY/HWY: 13-15/17-19 MPG 0-60 MPH: 6.7-8.9 SEC



ALL-NEW

Volkswagen CrossBlue (2017)

A three-crossover that should shake things up.

BASE PRICE \$30,000-\$45,000* **BODY TYPE** SUV

With an emphasis on people moving instead of luxury, the three-row CrossBlue will slot into VW's lineup above the Tiguan and below the Touareg. The CrossBlue concept car featured an advanced diesel-electric hybrid powertrain when it debuted, but we expect the production model to have more conventional engines such as a turbocharged inline-four and turbodiesel.

Base Engine

2.0L/220-hp/258-lb-ft turbo I-4*

Opt Engines 3.0L/300-hp/295-lb-ft twin- turbo V-6*; 3.0L/240-hp/428-lb-ft t' diesel V-6***Drivetrain** Front engine, FWD/AWD, 6A/7-sp twin-cl auto***Towing** N/A**Basic Warranty** 3 yrs/36,000 miles**EPA ECON CITY/HWY:** 19-24/26-32 MPG* **0-60 MPH:** 6.0-8.0 SEC*

UNCHANGED

Volkswagen Tiguan

A small crossover that needs some love.

BASE PRICE \$28,000-\$39,000* **BODY TYPE** SUV

Small changes have been made to the Tiguan, with most trim levels getting more standard equipment. The small Golf-based crossover handles well but has a fair bit of body roll and slightly numb steering. The Tiguan's interior is handsome and nicely put together, but it's showing its age. The small crossover is long overdue for an update, new engine options, and some of the latest tantalizing technologies. Maybe even a turbodiesel engine. How about it, VW?

Base Engine

2.0L/200-hp/207-lb-ft turbo I-4

Opt Engine None**Drivetrain** Front engine, FWD/AWD, 6A**Towing** N/A**Basic Warranty** 3 yrs/36,000 miles**Safety** NHTSA: 4 stars**IntelliChoice 5-Yr Retained Value** 46%**EPA ECON CITY/HWY:** 20-21/26 MPG **0-60 MPH:** 7.4-7.8 SEC

MINOR

Volkswagen Touareg

A mighty fine luxury crossover for long drives.

BASE PRICE \$46,000-\$53,000* **BODY TYPE** SUV

The Touareg is one of the nicer luxury crossovers out there, with its high-quality interior and awesome towing capacity. Equipped with the turbodiesel (the only optional engine now that the hybrid powertrain has been axed) the Touareg can go up to 700 miles on a tank. A couple of the Touareg's trim levels have been updated. The Lux trim now has ventilated front seats with adjustable bolsters, and the Executive trim gets adaptive cruise control and driver assistance systems.

Base Engine 3.6L/280-hp/266-lb-ft V-6**Opt Engine** 3.0L/240-hp/406-lb-ft

t' diesel V-6

Drivetrain Front engine, AWD, 8A**Towing** 7,700 lb**Basic Warranty** 3 yrs/36,000 miles**IntelliChoice 5-Yr Retained Value** 41%**EPA ECON CITY/HWY:** 17-21/23-29 MPG **0-60 MPH:** 6.8-7.3 SEC

MINOR

Volvo XC60

A safe and stylish small crossover.

BASE PRICE \$37,395-\$47,945 **BODY TYPE** SUV

The XC60 is a stylish take on the small crossover, complete with a heaping helping of Volvo's trademark safety features. The XC60's ride is composed, and its seats are very comfortable. A turbocharged inline-five engine recently replaced the less efficient inline-six. Volvo's latest Sensus Connect infotainment system integrates with a user's smartphone via a Volvo app, allowing for enhanced remote vehicle communication.

Base Engine

2.0L/240-hp/258-lb-ft turbo I-4

Opt Engine 2.0L/302-hp/295-lb-ft s'chg'd and turbo I-4; 2.5L/240-hp/266-lb-ft turbo I-5; 3.0L/300-325-hp/354-lb-ft turbo I-6**Drivetrain** Front engine, FWD/AWD, 6A/8A**Towing** 3,500 lb**Basic Warranty** 4 yrs/50,000 miles**Safety** NHTSA: 5 stars; IIHS: TSP+**IntelliChoice 5-Yr Retained Value** 50%**EPA ECON CITY/HWY:** 17-23/23-31 MPG **0-60 MPH:** 5.5-7.0 SEC*

MINOR

Volvo XC70

A scrappy soft-roader from Sweden.

BASE PRICE \$38,040-\$39,540 **BODY TYPE** SUV

The XC70 is a ruggedly styled, high-riding wagon with all the advanced safety tech Volvo is known for. Now standard are 18-inch wheels and heated seats, while the new Drive-E family of engines continues to proliferate through the XC70 lineup: one turbocharged inline-five, mated to a six-speed automatic transmission, replaces two inline-six engines. The carlike ride height means it has a lower center of gravity, making it more swift than the average crossover.

Base Engine

2.0L/240-hp/258-lb-ft turbo I-4

Opt Engine

2.5L/250-hp/266-lb-ft turbo I-5

Drivetrain

Front engine, FWD/AWD, 6A/8A

Towing 3,300 lb**Basic Warranty** 4 yrs/50,000 miles**IntelliChoice 5-Yr Retained Value** 50%**EPA ECON CITY/HWY:** 19-23/26-31 MPG **0-60 MPH:** 6.5-8.5 SEC*

ALL-NEW

Volvo XC90/T8 PHEV

A sequel that's unbelievably better than the original.

BASE PRICE \$49,895-\$72,595 **BODY TYPE** SUV

The second-generation XC90 is the first Volvo vehicle to be engineered under the automaker's new Chinese ownership, and it's awesome. It's a lot lighter than before, which helps the Volvo bob and weave in traffic and on twisty roads. The LED headlights are gorgeous, and the interior should make Audi blush. The three-row crossover is powered by an inline-four engine that's both supercharged and turbocharged, and a plug-in hybrid variant will debut later this fall.

Base Engine 2.0L/316-hp/295-lb-ft

s'chg'd and turbo I-4

Opt Engine 2.0L s'chg'd and turbo I-4 + elec, 400 hp**Drivetrain** Front engine, AWD, 8A**Towing** 5,000 lb**Basic Warranty** 4 yrs/50,000 miles**EPA ECON CITY/HWY:** 20/25 MPG; NOT RATED (T8) **0-60 MPH:** 5.7-7.0 SEC*



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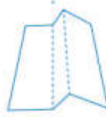


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HR-V EX-L Navi model shown. ©2015 American Honda Motor Co., Inc.

